



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>

WIDENER



HN I3NC A

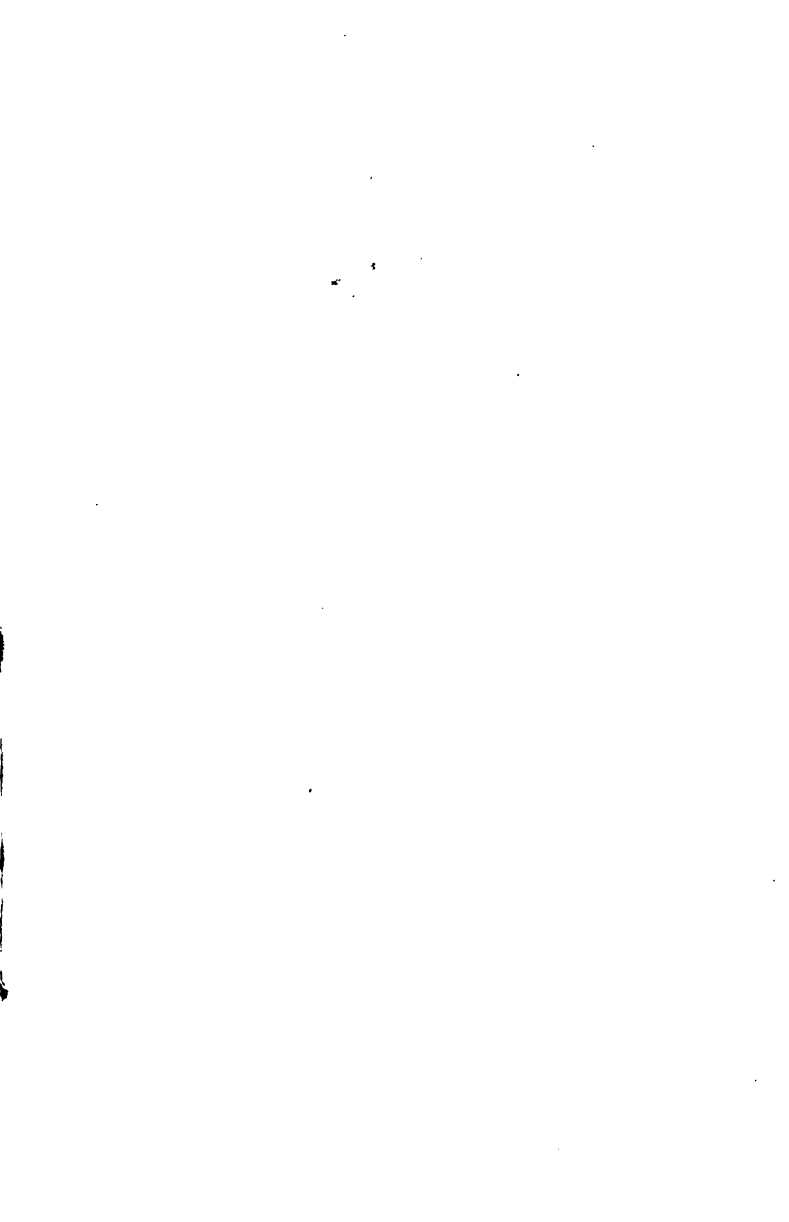


Harvard College Library

FROM

Dr. Adams Shortt

Ottawa, Canada



Can 1508.65

THE EMIGRANT'S GUIDE:

OR,

SKETCHES OF CANADA,

WITH MAPS OF

THE NORTHERN AND WESTERN STATES OF AMERICA.

By A SCOTCH MINISTER,

THIRTY-SIX YEARS RESIDENT IN CANADA—FROM 1831 TO 1867.

GLASGOW:

FORTEOUS BROTHERS, 41 WEST NILE STREET.

1867.

DIRECT STEAM COMMUNICATION
 BETWEEN
GLASGOW, CANADA,
 AND
THE UNITED STATES.



The Montreal Ocean Steamship Company's
"GLASGOW" LINE OF STEAMERS.

	Tons Reg.		Commanders.
ST. DAVID, -	1516	-	Alexander D. Aird.
ST. ANDREW, -	1432	-	Edward Scott.
ST. GEORGE, -	1468	-	W. H. Smith, R.N.R.
ST. PATRICK, -	1101	-	Maxwell Trocke.

Have been built expressly for the Canadian Trade, and Sail Fortnightly
 between

GLASGOW, QUEBEC AND MONTREAL.

PASSAGE MONEY from GLASGOW TO QUEBEC.

(Until further Notice.)

Saloon Cabin,....	Thirteen Guineas.	Forward Cabin,.....	Five Pounds
Stowage,.....			Five Guineas.

By Special arrangements with the Railway Companies of Canada and the United States, Passengers by the Line can be Booked and Forwarded DIRECT from GLASGOW (including the Ocean Passage), THROUGH to the PRINCIPAL PLACES and STATIONS in UNITED STATES and CANADA, at VERY MODERATE RATES.

Passengers holding Through Tickets will invariably be forwarded to their destination immediately after Landing.

For further particulars apply to ALLAN, RAE & Co., Quebec; H. & A. ALLAN, Montreal; or to

JAMES & ALEX. ALLAN,

70 Great Clyde Street, GLASGOW.

GLASGOW, June, 1867.

THE EMIGRANT'S GUIDE:

OR,

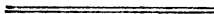
SKETCHES OF CANADA,

WITH SOME OF

THE NORTHERN AND WESTERN STATES OF AMERICA.

By A SCOTCH MINISTER,

THIRTY-SIX YEARS RESIDENT IN CANADA—FROM 1831 TO 1867.



GLASGOW:

PORTEOUS BROTHERS, 41 WEST NILE STREET.

1867.

Can 1508.67



Dr. Adam Shortt
Ottawa, Canada

Fraser, William

ENTERED AT STATIONER'S HALL

PREFACE.

AFTER an absence of thirty-six years—nineteen in the east end of Upper Canada, and seventeen on the shores of Lake Huron, Western end of said province—I have made a visit to fatherland. In view of the great deception imposed upon emigrants and the British public by mere strangers and self-interested railway passengers, that know very little more of the real state of the country than a balloon passenger, praising or railing, as will serve the interests of the landholder of England or landseller of Canada, I thought it a needful and most useful service to my countrymen to lay before them a plain, practical matter-of-fact statement, on which they might safely rely in deciding a question on which the good of millions so much depends.

There is no land speculator under heaven that knows just now of my writing, neither have I an acre of land to sell, nor any selfish end to serve by coloured or false statements; and as I intend to return to my charge in a few months, my own character is fully at stake by my people—very good judges of all I relate—especially the emigrant's trials and prospects, with all that concerns bush life, having been emigrants themselves.

I have not been locked up in an office, store, or cloister. I lived in the bush, mingled with the people, and by missionary tours, and for years East and West School Superintendent, requiring much travelling, I should have perfect knowledge of all I undertake to write to guide the weary traveller towards the setting sun

Yours truly,

W. FRASER.

COMPARATIVE VALUE OF MONIES.

Canadian.	British.
12½ Cents, in Common Traffic, equal to	- 6d.
25 " " " "	- 1s.
100 " or (\$1) One Dollar, "	- 4s.
5 Dollars, in Common Traffic, "	- 20s.

PRACTICAL GUIDE.

DESCRIPTION OF THE COUNTRY.

CANADA is a long strip of land made in the course of ages by the mighty waters of the St. Lawrence. Suppose yourself on the banks of the Spey, on the top of one of those high mountains half ways toward the ocean, you see sixteen parishes in the strath of the river. Stretching far to the west, close by the Grampians, you see Loch Laggan, the mother of the noble stream. To the east, the grand aluvial fields of the lowlands wide-spread towards the sea, with thousand feeders each, making a small country of its own, exactly after the example of the parent stream, with no difference but the size. Such is Canada, or the St. Lawrence Valley, on a proportionably grander scale, only observing that a portion of the south side of the valley, and all of that side 600 miles up, belong to our Republican neighbours, and form parts or the whole of eight states of their Union.

The river is 2000 miles long, running half its course south and south-east, and from the head of Lake Erie, 1100 miles north-east to the ocean, and entering near Newfoundland with a mouth about 100 miles wide. The first navigator, sailing in its waters out of the sight of land, became greatly astonished to find himself out of the ocean sailing in a river about 49 degrees of north latitude.

The eastern end of this great valley stretches from 50 degrees at Labradore to 42 degrees of north latitude at the upper end of Lake Erie. So the important block, now fast settling of Canada, is a triangle 1100 miles long, and in the upper end 500 miles wide. Add to this 800 miles in length of a wild and mountainous region, of no very great breadth, north shore of Huron and Superior, lately become valuable in timber, copper, iron, and silver ores. The fishing on that coast will soon be of great value and extent—no doubt the

first in the whole world in fresh water fish, salmon, white fish, herring, sturgeon, &c. There are a great many islands along the north shore of both lakes, *one in each* nearly 100 miles long; forming fine harbours, and by means of storms, slow currents, and excellent shelter for fishing purposes between the islands and main-land. The coldness of the climate is the life of every kind of fish, making ice easily secured; and by daily steamers and railroads this fish, fresh from the water, can easily be sent in boxes, packed in ice, to all the cities of the east and south. The fish caught at St. Mary's, Lake Superior, may be eaten in New York the following day.

This extensive valley is bounded on the north by a range of hills separating it from Hudson's Bay, running from Labradore, latitude 52, and tending southward till it strikes the northern shores of Huron and Superior at latitude 47. These are never seen by the settlers, but by Indians and lumberers, except below Quebec. The hills there, on both sides of the river, come very close to the water. A geologist would naturally say that, in the former ages of the world all the eastern end of the country, perhaps including Lake Ontario, was *one vast lake*, the deepest parts between Montreal and Quebec, till this mighty ocean bursted and made a clean breach through its eastern embankments after the example of many a broken down mill-dam.

THE UPPER LAKES.—The most remarkable phenomenon of this river is its grand extensive lakes, far exceeding anything of the kind, of fresh water, in the whole world. The smallest, Lake Ontario, 600 miles; Erie, 800 miles; Huron, 1000 miles; Michigan, 1000 miles; and Superior, 1600 miles *round*; full of the finest fish, sufficient provision for ages to the many millions that shall inhabit their boundless banks, on which kingdoms and empires might be reared. Lake Ontario, 235 feet above the sea, and 100 fathoms deep; Lake Erie, 564 feet above the sea, and 18 fathoms deep; Lakes Huron and Michigan, connected by a fine navigable strait, only 29 feet higher than the last, but much deeper; and Lake Superior, still 33 feet higher than the last two, but the bottom of it 500 feet lower than the surface of the Atlantic Ocean.

These are great inland seas, which will in no great time

carry on their bosom larger commercial navies than the vast fleets of Great Britain. They are, however, but the remains of far more extensive seas in the first ages of the history of our globe. Around each of them is found the most perfect evidence of this important fact.

My own house is built a few feet inside the old bank of Lake Huron, and my best lands are the old bottom of the lake. That bank is round the lake, and other formations of less note far higher up still—I presume about 80 feet above high water mark. Now the same is found round all the lakes, and when thus high, Canada and much of the northern and western States were one vast ocean.

To all appearance, Lakes Erie, Huron, and Michigan were one at no very distant date, as a vast traffic by sailing and steam vessels is daily carried on between them by the river Detroit, which falls in 80 miles only 29 feet; and before the cut was made through the mountains at the Falls of Niagara, the range of hills called Queenston Heights were the backbone of the country, dividing the eastern from the western water, making four of the largest lakes, and 1400 miles of the river a tributary to the Mississippi. From the top of Table Rock, from which the water leaps, to the Clifton Hotel, on the top of the bank, there must, I presume, be nearly 100 feet. Sixty-four feet would drive Lake Erie into Lake Superior, and a great deal less into the Mississippi, by the low mounds behind Chicago.

The first ten miles behind the city by the railway to Fox River, are only three or four feet above the lake, and used only for grazing purposes; and going a few miles more of a gentle rise, through soil evidently the formation of water, I would suppose, about 20 or 30 feet, you come to a small creek, called by the French *Ria de's plaine*, running to the Mississippi and the Gulf of Mexico. I, in common with many travellers, have noticed in much of those north-western States, the very curious phenomenon, over beautiful plains where neither stone nor rock is a native of the place, an odd boulder or detached rock, lying like a cow on the prairies, supposed to have been taken from the rocky shores of the north by ice and dropped there, as icebergs do every summer in the bosom of the Atlantic, as they move south towards a warmer sun.

The general character of Canada East and West is an extensive plain, ascending towards the mountains, and very

often undulating, but seldom too much for the plough, with very rich aluvial bottoms, especially between Quebec and Montreal.

A GENERAL VIEW FROM THE RIVER.—The first 150 miles bear no description, as to a stranger no view appears; he takes it as an arm of the sea, wider by far than the Straits of Belyle, between Newfoundland and Labradore. With the large Island of *Anticoste*, nearly 100 miles long, lying in the very mouth length-ways, cutting it up into two channels, 50 miles wide each of them. This island is not yet settled, but will surely be—being south of any part of England,—all covered with wood and vast fields of peat moss, which will be used when the forests will disappear. On the desolate coasts of this island many a poor sailor has found a grave. To save life, a light-house is now built on each end, with a store of provisions for those like Moses taken out of the water. The river nearly 200 miles up is 75 miles wide.

Between that point and Quebec, another 200 miles, Green Island and the Island of Orleans are the most beautiful. The last close by Quebec, and closely settled for 200 years by the French. At this island, at a place called the *Traverse*, the river contracts to a mile or two in breadth, where the tide rushes up, carrying vessels fast against the wind; and with the turn of the tide rising at Quebec 18 feet, the volume of water flowing out is swift, grand, and powerful. Ships have to anchor in coves and to the lee of islands till the tide turns. Then with fair wind they go exactly like rail cars. As they have to make their way in the dark night and all weathers, pilots are always required. Before they had a line of light-houses, much loss of life and shipping continued for 200 years,—now little thought of.

A few settlers, chiefly fishermen, are found in small settlements in favoured spots on the south shore all the way from the Cape Gaspe, mouth of the river, to river Du Lupe, the present terminus of the Grand Trunk Railway, 150 miles below Quebec. All the way up from there to the city is one continuous street of small houses, all of the same form and size, and white-washed with lime from year to year, looking all white, clean, and very pretty. The first concession from the river is all that you see, the bush driven back about a mile. The other concessions, different from much of Upper

Canada, are cut parallel with the river, do not appear to the sailor at all.

THE CITY OF QUEBEC is the capital of Lower Canada, and one of the oldest cities in the New World—chiefly French—a place of great strength, and doing a large trade in timber and lumber. A great fire occurred the other day, which burnt 2500 houses, left homeless and houseless 18,000 souls, and destroyed 3,000,000 dollars worth of property.

The most important event in the history of this city is the battle between General Wolfe and Montcalm, on the plains of Abraham, the high lands behind the city. Wolfe's army at first were only about 8000 men, but many of them were lost by useless trials of strength, from the river, and front of the city. As a last attempt, he sailed up the river past the city nine miles. This divided the army of defence, part of which went up to prevent the British from landing. Wolfe's plan was, however, concealed; for, anchoring the fleet, watched by 2000 of the city defenders on the bank, he, in the dead of night, dropped down the river behind the city with boats; and by means of Captain McDonald, one of Fraser's Highlanders, well acquainted with the French language, they got past the French sentries, and with incredible exertions, like goats they climbed up the high bank of the river, and by daylight, 13th September, 1759, the battle began with fury. Wolfe was first wounded in the wrist. He immediately wrapped a handkerchief round his arm, and putting himself at the head of his grenadiers, led them on to the charge. He was then struck with a second ball, but still pressed on, when, just as the enemy were about to give way, he received a third ball in the breast and groin, and sank. When they raised him from the ground, he tried, with a faint hand, to clear the death-mist from his eyes. He could not see how the battle went, and was sinking to the earth, when the cry, "They run, they run," arrested his fleeting spirit. "Who runs?" asked the dying hero. "The French," replied the supporters, "they give way everywhere." "What!" said he, "do they run already? Now God be praised—I die happy;" and so saying, the youthful victor breathed his last. The capture of Quebec may be said to have ended the French dominion in Canada.

Strange that rebels from Culloden Moor, banished to

America, should be so loyal in Canada, and shared so richly the laurels of that eventful day. Roy, on Canada, says, "The battalion of Highlanders at Quebec was commanded by the Honourable Simon Fraser, son of that Lord Lovat who was beheaded for high treason. Eight hundred of the men were from his own estate, and 600 were added by the gentlemen of the country around. They formed a splendid body, wore the Highland costume winter and summer, even in this rigorous climate; their arms were musket and broadsword, whilst many wore the *dirk*. The temperance and moderation of their behaviour soon overcame prejudice, and produced everywhere a favourable impression as to 'the sons of the mountain.'" He further says, "Well was Great Britain rewarded at Quebec for the wise measures she had adopted of employing the Highland clans. They were composed of some of the bravest and noblest of men; they lay under the imputation of disloyalty, from having taken part with Charles Stuart in the rebellion of 1745, but gladly entered into the British service, and embraced the opportunity of proving their attachment to the more moderate and grateful house of Brunswick. The command of these forces was given to officers chosen from amongst the most esteemed Scottish families. A hardy and intrepid race of men was thus drawn into the army, who served the Crown with fidelity, fought with valour, and conquered for England in every part of the world. It is universally conceded that the Scotch Highlanders contributed greatly to the success of the enterprise. The French had formed the most frightful and absurd notions of the 'sauvages d'Ecosse,' as they called them." The same author still adds, "The English moved forward regularly, firing steadily, until within 30 or 40 yards of the French, when they gave a general volley, which did great execution. They had only a light cannon, which sailors had dragged up the heights with ropes. The sabre, therefore, and the bayonet decided the day. The agile Scotch Highlanders, with their stout claymores, served the purposes of cavalry, and the steady fire of the English fusiliers compensated in some degree for the want of artillery."

The heroism of Montcalm was as conspicuous as that of his illustrious opponent; both headed their men; both rushed with eagerness where the battle raged most fiercely. Often by their personal prowess and example did they change the

fortune of the moment. Both were repeatedly wounded, but fought on with enthusiasm; and at last both these gallant commanders fell mortally wounded while advancing to the last deadly charge at the head of their respective columns.

Two monuments grace the bloody field, built to their honour, to mark the spot where each fell; and the two nations in peace and union guard the ashes of both: do them all the honour they please without any jealousy or rivalry; wealth, power, and millions of a happy and free people testifying to the great benefits of the memorable event. Quebec was often besieged, but never taken but *once*, and by the late additions to its great strength, it is the most formidable stronghold in America—well called a “second Gibraltar.” The present number of its population is about 75,000 souls.

The river is navigable to Montreal by all vessels since Lake St. Peters—half-way—has been dredged at the expense of the province, little short of a million of dollars. The distance 180 miles; the country beautiful, but the farmers for a hundred years miserable, removing their *barns* when the dung got too high, or carting it into the river. But that work ceased long ago, since English farmers taught them that manure is gold, and without it half the population of the earth would starve to death.

MONTREAL is the most wealthy, populous, and commercial city of Canada, containing 125,000 souls. The English may be *least* in numbers, but *first* in wealth and traffic. It has a grand central position, a back country of 2000 miles at the head of the natural navigation of one of the largest rivers of the world, and before the Mississippi in wealth and shipping. It is built on an island of that name, formed by the junction of the Ottawa with the St. Lawrence. The whole island belongs to the priests, who make it a fine paying thing, with one-fifth of all the lands deeded by the king of France in Lower Canada. They have tithes, besides, from the people—only their own people—and confirmed to them at the conquest, not the tenth, as in Britain, but the twenty-fifth of the peasants' labour.

VICTORIA BRIDGE, opened for traffic by no less than the Prince of Wales, is perhaps the first structure of the kind in

the whole world. I would rather ten thousand times be a George Stephenson than Napoleon I. He was a great and a noble man who formed the design of spanning a deep river two miles across, to bear the strain of the heaviest trains and tremendous fields of ice which, till this trial, all of us thought far more than equal to the power of man in its greatest strength. Indeed it would be as likely to stop the Niagara falls or the mountain wave of the ocean, as to stop a great jam of it, layer upon layer, ten feet deep, and perhaps a mile wide, swept along by such a flood. But it has never moved,—no one is afraid to cross even in a railway car when the battle of attack and defence roars the loudest. Long and sharp piers or abutments rise gradually from the water, resting to each pillar. The ice slides up on the sharp edges of these, breaks as easy as a piece of glass, and falls harmless on both sides. Trees might give trouble, but are never seen on a river kept so equal by its lakes. The rain has no effect upon it; but west wind driving down the water of the lakes into the river does a little. The cost of this noble structure has been about one million pounds sterling.

The river is made navigable to the very head of all the lakes by canals ten feet deep, which have cost millions of dollars. The Americans doing only two miles—joining lakes Huron and Superior. Ships are loading in Chicago, 2000 miles inland by water, which go direct through to Liverpool, discharge and load there, and in full freight come back to Chicago again. They can go to the upper end of Lake Superior just as well. A British gun-boat from Sebastapool has been weekly last summer passing my door, from the Georgian Bay to Sarnia, round Cape Hurd, Lake Huron, watching the Fenians. Grain vessels, carrying 45,000 bushels of wheat, are freighted at Kincardine village, five miles from my door; and the other year the harbour would scarcely admit of a scow.

The canals are free, or almost so. The Welland, between Lakes Erie and Ontario, is the greatest work. The Cornwall, passing the Long Sow, twelve miles long, has been very expensive, and the Boharnois little less, passing the cascades above and close to Montreal. There are other small bits, used only in the upward trip, of small account. There is none required between Lake Erie and Huron, nor connecting Huron and Michigan.

ONE OF THE GREATEST WONDERS OF THE WORLD IS THE FALLS OF NIAGARA.—My first visit to them was down Lake Erie, in a great storm of west wind, driving the water mountain high into the river and over the great falls. It was a sight worth crossing the Atlantic to see. Standing just at the water's edge, on Table Rock, and looking above you, it seems as if the very ocean had burst its bounds, and making one leap of awful grandeur of one hundred and seventy feet, into a roaring, boiling, and foaming cauldron below, with the heavy roar of a thousand cannons, making the very mountain-rock under your feet tremble—driving a cloud of heavy rain and mist far into the air, in which a beautiful rainbow is generally seen spanning the river—the sweet emblem of peace and favour, resting an end on each kingdom, as if a bridge were let down from heaven to make them both *one*. Boats and vessels at different times have, through carelessness, gone down this race of terrors, where the Great Eastern would be as powerless as a floating straw.

The waters, in the course of ages, have cut a channel through the rock of seven miles from Queenston, from which sceptical minds have been trying to find Moses wrong, and finding the world far older than he makes it to be. But we have a right to ask the length of his periods or days; for my own day is 65 years. Then, though nature and revelation would have everything out of nothing at first, still there is a beginning before that—"In the beginning was the word." Moses' account brings the world out of nothing at first; brings it through different stages to make it a fit habitation for man. The length of those periods of time, including light and darkness, no mortal shall know. There is nothing in the divine record more clearly taught than that this world was destroyed long after it was made the habitation of man, and that the judgment of a coming and more awful destruction is this moment hanging over it.

At the same time, there is nothing in the cut of seven miles but what might be made by such a powerful agent in 6000 years. *Large pieces* of Table Rock are falling down and wearing fast away; and if the present rock is the last of the twenty miles to Lake Erie, another thousand years may bring down a lake of a few fathoms deep, and make in the New World a new Kingdom of Holland. Have those who have written examined the nature of the rock below? For

anything we know, the powerful flood might cut away a mile a-year of some shales and rotten rocks, or even in a day. The Bible, however, requires no such proof.

INTERNATIONAL SUSPENSION BRIDGE.—This bridge is one of the most wonderful efforts of human skill of which any kingdom of the world can boast. Where will you find a people building works of such magnitude with two-thirds of the wilderness covering their farms uncut.—I was a night in the house of the first man that was married in the London district. This bridge is two miles below Niagara Falls. It connects the Great Western Railroad with the several railroads of the State of New York. The bridge is a single span of 800 feet in length, elevated 230 feet above the Niagara River, which runs beneath it at the rate of 25 miles an hour, with breakers dashing from ten to twenty feet high. The bridge is supported by four wire cables, $9\frac{1}{4}$ inches in diameter, with an ultimate capacity of sustaining 10,000 tons.

PRESCOTT is a pretty town, at the outlet of the Lake of the Thousand Isles, opposite Ogdenburgh, in the State of New York. The first time I ascended the river and came in sight of it, I thought it was Lake Ontario. It is, however, but a mere enlargement of the river, for sixty miles up to the end of the Lake, at which is built

THE CITY OF KINGSTON, of 15,000 inhabitants, with a military fort; a large and expensive penitentiary, with 200 inmates—for a great variety of crimes—is made the terminus of the Rydeu Canal, and a place of no little traffic by the Lakes and the Grand Trunk Railway.

BELLVILLE is a beautiful little town on the bay of Qeinte, fifty miles above Kingston, on the Grand Trunk Railway, and the county town of Hastings. Its position on that long and fine bay, where the whole British navy might safely ride, is a lovely one, and one that insures to it a great future. The Episcopal Methodists have their college there, and have lately succeeded in raising it to a very respectable grade.

COUBURG is fifty miles further up on the bank of the lake and the Grand Trunk Railway. Here the Government have

spent a large sum of money, making or forcing a harbour of refuge and a fine long dock. It is the county town of Victoria; its situation one of the most lovely and beautiful that can be found in any land, and containing 5000 inhabitants. The Wesleyans have established here, I presume, the best college belonging to their body in the world, and a great instrument for the establishment and extension of their denomination in the province. Their best men have well called it a necessity to their denominational standing in the present progress of our age in every department of knowledge. Their ministry, though slowly, is undergoing a needful and a most hopeful change; and in self-denial, practical labours, even through the breadth and length of newly occupied back settlements, they are worthy of imitation and the highest praise. All regular steamers up and down the lake call here.

TORONTO.—About seventy miles further up is built the capital and chief city of Canada West, on a low but beautiful site north-west of a bay of that name, formed by the River Don, and a long sand bank stretching far to shut up the mouth of the harbour, leaving the necessary opening for vessels to run in and out, the said opening well guarded by a fort exactly opposite. This is, and shall continue to be, a place of great importance. It is the county town of York, commands a great shipping trade, and the centre of three railways—the Northern, Grand Trunk, and Great Western. It has many fine public and private buildings—Trinity College, Knox's College, Regiopolis College, the University, the Normal School, &c.; some fine Cathedrals and splendid Churches. Many of its stores, wholesale and retail, are large and rich, and show an extensive trade. I remember it Little York, but now it contains 50,000 inhabitants.

HAMILTON, forty miles farther up, and at the end of Lake Ontario, on a fine sandy low site, at the foot of a high hill, is a city equally rich in present traffic and future prospects. Nature and art have done much for it. The Great Western Railway, running from Detroit to Suspension Bridge, passes through the city, and has here its greatest depot. Other lines from Toronto and Guelph centre here. There is a sand-bar about two miles down the lake, high and dry for travel.

and from shore to shore, leaving a convenient and commodious harbour inside, entered only by a lock or channel through the bank, and making all shipping as secure as in dry dock. I remember it contained but a few houses in 1831, but to-day 12,000 inhabitants.

THE CITY OF LONDON is a new place in the centre of a great farming country, on a sandy plain. It is the centre of three lines of railway—the Grand Trunk, running from Toronto to Sarnia, south end of Lake Huron; the Great Western, from Hamilton to Detroit; and the St. Thomas line, from Port Stanley, on Lake Erie. In 1831 it had but a few houses and a miserable common road to Hamilton, eighty miles, with a carriage of twenty cents on wheat; but now a cent or two a bushel, and 15,000 inhabitants. It is the county town of Middlesex, and a military depot.

GODERICH, ON LAKE HURON.—The terminus of the Buffalo, Brantford, and Goderich Railway. Brantford, County of Brant, on the same railway; St. Catherine, on Lake Ontario; and Great Western, Port Hope, north shore of Lake Ontario; and Owen Sound, County Town of Gray, on the Georgian Bay, are thriving *towns*, and will soon be cities.

OTTAWA CITY—last but not least—was in 1831 a poor lumbering village, but now the capital of Canada; and, we expect, in a few days, the capital of a new Empire, “British America.” It stands on a high bluff, over the large and beautiful river Ottawa, having the noble Chaudiere Falls in the west end of the city, giving an immense water power to the place all the year round. The largest saw-mill I have ever seen is here, with 29 saws in one breast and in 2 frames, besides circulars. The Government buildings lately erected there, are, perhaps, not second to any in America, and at a cost, when finished, of 4,000,000 dollars. Those who saddled such an enormous expense upon a new country for a hall to meet with inferior public offices, have surely over-rated the resources of the country. It is about 120 miles up the Ottawa from Montreal, by steamboat and railway, with a railway communication with the front at Prescott, and far up the river to the lumbering regions by steamboat, besides connection with Kingston by the Rydeu Canal. The last work has

cost Great Britain—when the kind mother nursed the suckling—no less a sum than £1,000,000 sterling. It is the centre of the lumbering trade of the great pineries of the higher Ottawa, and contains about 12,000 souls.

THE RAILWAYS OF CANADA are very extensive, and have cost more than 40,000,000 dols. The Grand Trunk, from Lake Huron to River du' Lupe, 150 miles below Quebec, is about 1300 miles long; the Great Western, with its branches, more than 400 miles; the Northern, about 100 miles; the Buffalo, Brantford, and Lake Huron to Goderich, about 150 miles; the Peterboro, Prescott, Chatham, La Chaine, Three Rivers, and Champlain, are, put together, I presume, between three and four hundred miles more, giving, with an extensive water communication, a great deal of travelling and traffic accommodation. At the same time other municipalities are offering large bonuses for building other branches—our own county 400,000 dollars—so more must be made. And if the Confederation will go on with the Maritime Provinces, the Grand Trunk must reach Halifax. This is settled as one of the conditions of the marriage, and will cost a pretty large dowry—20,000,000 dollars. Three-fourths of this sum is offered already by the British Government at four per cent. The affair is of the utmost importance to emigrants, not only for work and good pay for years, but for cheap and convenient lands to a million of people through the eastern wilderness.

THE INDIANS OF CANADA are not so many as they were 200 years ago. They melt away before the advance of white men and the march of civilisation. The fragments of some powerful tribes are here and there settled by Government on portions of land made over to them and their children; but game being generally gone, and they at the same time poor farmers, are some of the causes of their decrease. They are, however, highly favoured by Government, and receive a yearly allowance in blankets, overcoats, guns, and ammunition, with some money. This helps to make them peaceable and very loyal. I have had them in my house, and often encamped about my farm all night, and never missed anything. This whole county was taken from them lately, and cattle all along wandering through the bush and amongst them and their game, but I never knew of their taking a horse,

sheep, or cow, though often nearly starved to death. White people in their state would not at all be so honest. The majority of them profess the Roman Catholic faith, through the early French missionaries, but some of them are Baptists and Methodists; happily for us, we think, the Indians of this county are of the last, and often pious, and fine singers. They are very handy in making all our baskets, snow-shoes, moccasins, and canoes, for which we pay them by anything eatable. The horrible stories in books, about their cruelties to the first settlers may be true, and the one-tenth could never be told; but much to the shame of the name we bear, we were more to blame than they were. William Penn, the Quaker, never had any difficulty with them. They know their friend, and their attachment is great and lasting, if not deceived. Their wars with one another have been many, wrathful, and bloody—ours not better, but worse, all things considered,—a sure proof that our nominal Christianity is more the name than the power with the great majority. Our Members of Parliament have done very well in making a stringent law against selling them grog, the *fire waters* as they call them, for when they get them they are perfectly mad, and prepared for anything. The Indians think the honourable members would be much the better of such a law for themselves. If a Maine Law at all is right in principle, I confess it should be the same law for *all white, red, and black* men together, without favour or partiality; and sure enough all are in need.

In the war between the French and English colonists, the Indians were cruelly used on both sides. The poor savages, accustomed to deeds of atrocities and revenge, were easily led to take part on either side. If they were barbarous, even to all ages and sexes, who were to blame but those who set them on by every deception and delusion. Take the following as a small specimen:—"That the Virgin Mary was a French lady; therefore, Jesus Christ, a Frenchman, put to death by the wicked and heretical English, so every one who would secure his favour and a place in heaven must avenge his death on his murderers."

In a fair stand-up fight with white men they are but poor soldiers, but equal to light cavalry in the retreat.

In the battle of Queenston Heights, as the Americans were routed, awful was their sweep with knife, tomahawk, and

the dreadful war-whoop, driving many a poor American over those terrible precipices, 200 feet high, into the boiling waters beneath.

STATE OF THE MARKET AND CHARACTER OF OUR GRAIN AND ROOTS—Fall-wheat, just now about $1\frac{1}{2}$ dollars a-bushel in the County of Bruce; Spring, 1 dollar 38 cents; Barrel of Flour, 6 dols.; Hay, per ton, 8 dols.—sometimes 10 and 20 dols.; Pork, 6 dols. per 100 lbs.; a Cow, 25 dols.; a Horse, 100 dols.; a Yoke of trained Oxen, 100 dols.; Beef, 5 dols. per 100 lbs.; a Sheep, 4 dols.; Bushel of Barley, 65 cents; Oats, 35 cents; Pease, 75 cents; Potatoes, half-a-dol.; Oat Meal, 5 dols. a-barrel. Toronto a good deal in advance of these prices, and the Montreal market still higher, of course, but higher than usual this year.

The weight of our wheat, when good, is 65 lbs. to the bushel—60 lbs. the standard weight; oats and barley rather lighter than in Britain; potatoes and turnips good, but rather less; fruits and some roots better. For instance, I have raised onions, many from twelve to thirteen inches round, and a squash, four feet seven inches round—a large kind of pumpkin. We can raise these pumpkins in the open fields amongst potatoes and corn, better than you can raise them in the best gardens in England in hot-houses.

WAGES OF MECHANICS are from 1 to 2 dols. a-day and board. Common labourers on the gravel roads this year were paid rather better than usual, from 1 dol. to 1 dol. $12\frac{1}{2}$ cents, and board themselves—fine chance for our poor Lewes-men that never saw a tree in their own island, and take some time before they learn to chop and clear well. Our people are greatly mixed, many in this county are Highland Scotch. But by means of our common schools, the gaelic language will soon *die*. I smile at the Lewes boys on my own farm. When I speak to them in gaelic, they answer me in English. The sooner we speak the one language, of course, the better, for every purpose of life, and for none more than the preaching of the gospel. The gaelic, however, is preached all over the country, as well as the English, to Presbyterian congregations and some others. So are Dutch and French in some settlements throughout the country.

THE FENIAN RAID gave some scare to many people, and a few were lost in the bungling skirmish; but the poor Fenians had their own share of it, and soon took to their heels. People were very sorry for their flight. If they had stopped another twenty-four hours every one of them would have been caught. There are a few of them, who were left in the hurry, just now sentenced to swing; but we hope our rulers will be wise and merciful enough to spare them as to that for the present. Sure enough, hanging should never be where no wise end is answered. They may have sore grievances in Ireland, but none with us. Let them settle the controversy at home. They take, however, a very hopeless way of doing so. Let them take the Quaker way of it, and success. They ought to see that much has been done as a relief of grievances for the last fifty years, and the rest is very hopeful at the present moment if they but wait for it. The sword in civil strife is a fearful cure, as our own neighbours have lately felt by rivers of blood and the destruction of the work of ages. And as yet the fruit is bitter and very dear. The history of rebellions in Ireland is a lamentable record little to the credit of either party.

LECTURE II.

THE GENERAL APPEARANCE OF THE COUNTRY FROM THE LAKES OR THE RIVER is very much that of a vast and endless wilderness, covered with forests of all kinds of timber—sugar-maple, elm, and birch prevailing, patches of pipes and evergreens here and there, in sandy and swampy land. Where two-thirds of the lands are clear it does not so appear to the eye, as the bush left for firewood in the very first concession bounds the whole rear land from view, except where the concession line is endways to the lake. Then at times you see great ways inland. Cities and towns are generally built at landing and commanding places on the lakes and rivers, sometimes in centres of travel and traffic. Every village of 3000 inhabitants becomes a town, and every town of 10,000 inhabitants becomes a city, by law.

THE RAPID ADVANCEMENT OF THE COUNTRY IN POPULATION, WEALTH, AND COMMERCE.—I saw Québec of 30,000 inhabitants, now 75,000; Montreal of 35,000, now 125,000; Toronto 17,000, now 50,000. I have seen Hamilton and London with a few houses in each, now about 15,000 souls each. I slept in the house of a man who was often hunting and shooting ducks in what is now the main street of Toronto; travelled with the man to church who was the first married in the old London district; and heard the funeral sermon preached of the first minister above the Falls of Niagara. In the year 1828 the Surveyor ran the first line in what is now called the County of Huron, now of 60,000 inhabitants, and producing more grain than any county in the province.

The *County of Bruce*, in which I write, was, in the year 1848, the hunting-field of the Indian, without a white settler, and to-day contains 40,000 inhabitants, and will make of the produce of their newly made fields about a million of dollars, taking together this and the two last years, besides supporting their families. I saw in the village of Kincardine, five miles to the south of me, year 1850, the

trees cut on the main street, and some of the first houses built. To-day there are eight churches, two foundries, post-office, a great many stores, and a number of doctors and lawyers' offices—a steam dredge busily engaged in scooping a harbour—piers built—a number of saw and grist mills by steam and water—a number of vessels in the harbour, half-made, and one which is taking out 45,000 bushels of wheat, and storage made for 100,000 bushels of grain—and a population of 2000 inhabitants, &c. At this point alone for the present and last year more than 200,000 bushels of wheat will be shipped. I yesterday saw the first Sheriff, appointed the other week for our Court-House and Jail, finished a month ago at a cost of \$41,000, and the county town only 13 years old. As yet the two counties of Huron and Bruce are united; and last winter I heard the Chief Superintendent of Education for Upper Canada addressing the United Council, and used the remark, "You are a more numerous and respectable body than I remember the Parliament of Upper Canada to have been, sitting at Niagara."

From year 1850 to 1858 people might be seen all over the country carrying their bread and luggage upon their backs, along blazes, or marks made on trees through the bush; and to-day there are 150 miles of gravel road in the course of construction, which will be finished next year—two lines, in length each 40 miles, from end to end of the settled parts of the country, and others intersecting, and every cent by the money and vote of the people, besides a large amount for docks and harbours.

Our neighbours are running their race more rapidly, in connection with their rich and older frontier. In the year 1850 I was in the city of Milwaukie. Twelve years before there was but a solitary settler living there, and that day he was Lord Mayor of a city of 12,000 inhabitants, and to-day there are three times that number, with a very great trade. But no less remarkable, he lived twelve years alone without a fellow-settler, before the city began.

CHICAGO, in the year 1850, had only 23,000 inhabitants, and was just then 23 years old. To-day it has 300,000 inhabitants. In 1864 it exported 52,000,000 bushels of wheat, with a traffic equal to one of the very first cities of the world,

CINCINNATI, in 1845, according to Morse's Geography, had a population of 46,000 souls; but to-day about 300,000; and men are living who remember the first tree cut on its streets.

NEW YORK, in the same year, by the same author, is marked 313,000 souls. To-day it contains about one million of souls, some of them immensely rich, but thousands of them miserably poor.

NEW COUNTIES are made by the union of a number of townships, generally from four to sixteen, as the case may be. A township is a square block of land, from 60,000 to 70,000 acres, and from nine to ten miles square. This is subdivided into $1\frac{1}{4}$ miles square, and a road allowance all along the four sides, and so all over the township. Those endways to the water are generally called concession lines, and the others side lines. The first road is the tract cut by the surveyor to run his line. The settlers, as soon as they can, will make this passable for oxen and sleighs, chiefly used as a winter road, and as such is sometimes far better than open gravel roads, as the last are often badly drifted. Then the trees are cut down 66 feet wide, the stumps dug out, and the road ditched, lastly gravelled. There is little trouble from stones, rocks, or hills, as they very often do not exist, and when they do occur they are of no great trouble. Very often a man in 1000 acres might not get as many stones as would build a chimney for his shanty; so they are not uncommonly built of sticks and clay, and in the second house of brick. In each said block of $1\frac{1}{4}$ miles square, there are ten lots of 100 acres each—each running half way through the block with a post, but not a road allowance in the centre, which is called a blind line. One or two hundred acres is commonly the farm of a settler, leaving from 15 to 20 acres for firewood. The single lot of 100 acres is by far the most common, and that same will soon be cut up into fifties and less amongst the sons. On this last farm, with 85 acres clear, he keeps, or may keep, ten or twelve cows, fifty sheep, twelve pigs, two horses, a yoke of oxen, small cattle, and raise 500 bushels a year of wheat, some corn, oats, pease, potatoes, and turnips, &c., with 15 or 20 tuns of hay, —sometimes much more, but very often less. On such a

farm a good hand, with a boy at eight dollars a month, with some help for sowing, reaping, and mowing, might raise, all things put together, grain and stock to the amount of 600 or 700 dollars a year at the present prices: but the generality are short, and some far short, of these figures. But more is quite possible by good hands and machinery on good farms. Why not? On my own farm, from 30 to 40 bushels to the acre are common on some fields, and the highest figure we think has been got this year on a field sixteen years cropped without ever going to pasture, but it has been manured, and the last has been the best. But poor people without teams, throwing their grain into water and land choked up with weeds, will bring home less, of course. I should have said, for the British reader, that our dollar is four shillings sterling.

CLEARING LANDS.—A good hand cuts an acre of heavy timber in eight days—some less—and receives generally about five dollars and board. It is done by cutting down the trees, piling the brush, and cutting up the tree into logs, that a yoke of oxen will be able to pull and roll them together. All the small trees are cut close by the ground, and the rest three feet up. Thus five men and a span of oxen will log an acre of this in a day. Fire is then put into it when dry, and with a little branding, is ready for sowing. I should have noticed that a number of the largest trees are not cross-cut, but piled unto and burnt. Sometimes parties are taking fields to cut and clear ready for sowing at twelve dollars an acre, with board, a teamster, and a yoke of oxen to log; but at said figure they fence the field with split rails; and charge sixteen dollars an acre, when they board themselves, and find everything. This last I find the best, for the *first crop* at our present prices will pay all, and the future crops added yearly to the benefit of the settler. So if a man had a little spare money to work, clearing lands is nothing very serious to a Canadian, but looks very formidable to an Old-countryman newly arrived.

When thus cleared they are sown, guided by pickets, quite easy with a bushel and a-half of wheat to the acre, and harrowed in by a harrow in the shape of the letter A, with iron pins set backwards, so that they will run over roots and little stumps. A yoke of oxen or a span of horses will easily harrow an acre a-day. The wheat

is put in water, and an allowance of timothy-seed mixed amongst it, which sticks to the wet grains, and so the piece is said to be seeded down with grass. Thus it is allowed to remain for years in hay and pasture. A stump machine will take out the stumps at any time: a man and boy, with a horse and yoke of oxen, at the rate of an acre a day. But the settler seldom goes either to the trouble or expense, as they are rotten in ten years, and will easily come out by the fire or the chain, and they are of very little trouble in hay or pasture. Besides, as long as the settler is clearing away the bush, he has little time for stump-work. When the stumps are out, then he can bring his field under the plough after the Old Country fashion.

The first crops of new lands are good, and so are those of a virgin soil newly turned up. But the soil here will need attention and manure just as well as at home. Consequently good farmers use very carefully all their dung. But from their stock being limited by the want of outside pasture and long winters, they depend on ploughing down a crop of clover in poor lands, and summer fallowing the clay. The last gives the very best crops of wheat, without a grapeful of dung. By the last system some manage to raise great crops. I know where a man, not far from here, raised on a farm of 160 acres 1700 bushels of wheat, nearly all fall grain; a pretty good sum at a dollar and a half a bushel—adding other grains, cattle, and hogs, is good farming. But let there be no mistake, the common run is not near one-third on 100 acres. A Canadian farmer seldom makes money fast, but with industry and economy he finds property gradually accumulating around him, in land and stock. At all events, raising a family is a far easier task than in the cities and towns of the Old Country, as they need not want in labour, food, and clothing.

POTATOES AND INDIAN CORN are raised in new lands amongst the stumps, by making a hole one or two inches deep, and placing the seed potatoes (four in number) as follows,—(::), which are at once covered with three or four inches of earth with a hoe, and all the field will appear exactly as if covered with mole hills. They are not touched afterwards till they are dug and taken home in the fall, which is easily done, and generally give very good returns. A man

will plant a bushel a-day. The corn is planted in the same way in new lands, only less soil is raised on the seed. But the farmer prefers the plough for both when he can get it done, being shorter work, if not greater crops. The corn so planted may, in good lands, be sixty bushels to the acre, and *ten times* more returns of the seed sown than Isaac got in the land of the Philistines.

THE FARMER'S IMPLEMENTS are the plough, the harrow, and many kinds of cultivators; the waggon, the sleigh; the reaping, the mowing, and thrashing machines. The last are portable from barn to barn, charging about ten dollars for 300 bushels put into the granary. The poorest people use no sickle but the cradle. They have to run over much ground in a short time. Grain, when ripe, will sooner drop than at home; the heat is greater and it ripens faster, and more ground to run upon.

CHEESE FACTORIES are very common in the Northern States, and Canada in many parts following the example. A contractor comes to a locality, and builds his factory; the farmers around engage to throw in their milk as soon as it comes from the cow, at so much cheese or money. By this plan, the best article is made, and more of it for the farmer, and the labour costs him nothing. The factory makes well of it by what is made over and above what the farmer would do. Sometimes a number of farmers make it a conjoint thing, and only make their own. A cow makes from 30 to 60 dollars in a season. Some speak of much more, but these figures are safe; and one factory will work the milk of 500 cows, sometimes 1000. The price, generally, for this red American cheese is from 10 to 14 cents the pound, and made of unskimmed milk.

WINTER ROADS are made by snow from six inches to three or four feet. Then all kinds of roads are open. Swamps, ponds, rivers, and even small lakes. Our large ones are not except about the edges. Heavy hauling of timber, lumber, hay, and grain thus become easy, and horses make long journeys in a day. The very animal seems to be much more lively, trotting to the music of his own merry bells. Cities have laws requiring each team to have them, as it would

be very dangerous to travellers in being trampled upon, as the sleigh makes but very little noise in sliding over the snow or ice. Travellers that are out all day, and the mercury from 20 to 32, will require to take care of their feet and ears. Warm shoes, fur capes, and buffalo robes, or good warm quilts, will make the journey very pleasant. I travel in all weathers every winter, and prefer it by far to stage driving in the fatherland. In this country the snow comes on to remain with us early in December, and leaves us generally early in March. People are very often longing for its coming, and sorry for its leaving for want of good roads, as heavy teaming and stock do better by dry snow and cold rather than by rainy and slushy weather. Far more cattle and sheep die in the spring in Ohio than in Canada from said cause. In the one case they do better confined to the barn-yard, having plenty of fodder and dry bed, than in the other, picking in the fields under cold rain, winds, and sleet.

OUR SOILS are generally clay, sand, or black muck. The last is seldom found except on clay sub-soil, and when mixed, will make the very best soil. People seldom have of it more than they want, for it is literally manure—vegetable remains. The sandy soil in some settlements prevails too much. The first crops are good, and the land easily cleared, but will soon get barren and hungry, not profitable for grain or stock. A piece of it for potatoes and Indian corn is no objection to a farm. But the clay soil is the general soil of the country, good for grain and stock. The white and tough clay to be avoided.

THE CLIMATE OF CANADA is colder in winter and warmer in summer than in England, but it may be a question whether the climate of England would answer our purpose better than our own. One thing is sure; it would not answer as well in the first stage of making the country. Sleigh roads are a great relief. Without frost and deep snow, cattle would eat no fodder, and hay could not be had for one-fourth part of our stock. In the Southern States this difficulty is met by abundance of waste and prairie lands, but when thickly settled on small lots they will feel this to be the case. Those who would avoid the great heat

of summer had better settle on the open shores of the Lakes, especially Lake Huron, as the atmosphere is fanned and greatly moderated by the lake breezes.

In England, even in June and July, much of the weather is wet and showery, and greatly against out-door work; but here when the shower comes it is heavy and will soon be over, and will waste very little time for the out-door labourer. At the same time we would like the shower very often for its benefit, as many of our seasons (not our last), are rather dry. The great block between the lakes, west end of Upper Canada, now settling, is from line 42° to 45° north latitude, the centre of which is equal, as any looking at a map may see, to the South of France and much of Italy. Canada East is much colder, and the winter much longer about Quebec, latitude 47° . The whole of Lower Canada lies from latitude 45° to 52° , and the settled parts of Upper Canada from 42° to 45° . The unsettled parts north of Huron and Superior, and between those lakes and the River Ottawa, run as far north as line 49° .

PRICE OF LAND, AND BEST SETTLEMENT FOR EMIGRANTS.—
This county was all given on the condition of actual settlement, at one dollar and a half or two dollars an acre, and ten years to pay the same. That is, a man went and picked his lot; then he made for the office of the same in the county, or, if he preferred, sent 20 dollars or £5 Halifax on one hundred acres, and the lot was his, the rest paid in course of time. He might have two lots, but no more; only his sons might purchase on the same terms; and by this privilege men generally got more lands than they are able to occupy well. But they have the privilege of selling their rights, and on one of these will make from 500 to 1000 dollars without one day's work.

The County of Bruce is a large peninsula, stretching out into Lake Huron 100 miles, to a point at Cape Hurd, but the base of this wedge is 70 miles wide. The whole county has sixteen townships. In the north-western point there may be some inferior lands, on the same terms, not yet given by the Crown. But all the rest are given away. Lands are changing hands every day, with and without improvements, at from 600 to 2000 dollars for 100 acres, according to value. One hundred acres may be had in sight of the

Lake, in the very best townships, 20 acres clear small house and barn for 1500 dollars—further back much less; but the best lots are more, and a few of the worst are less—time to pay the most part of it, four or five years. By buying in an old settlement, a man, if he has the means, is saved from the hardships of going into a wild bush to begin life, and make everything before he really begins to live. A man of money, or a family of working boys, may easily get through, but some have strange stories to tell. If I would put some of them here, they might frighten strangers; but by the men of this country they are little thought of.

An Indian island in this lake, the Great Monotonlan, which will make a whole county of itself, is under survey, and will soon be settled at one dollar an acre. Much land remains unsettled in rear of the settlements, and from 80 to 100 miles from the front, which may be had for one or two shillings an acre. But any man who can buy in the settled parts, he should do so rather than venture so far behind. Much of the rear lands is cold and rocky. There are different lines of free grants leading back to the rear wilderness, but seldom desirable; and a man finds himself lost amongst a mass of drunkards and spendthrifts driven out on these grants by their own faults and former habits. There may be some exceptions, but few and far between. A man who hates all society may go up the Ottawa and drive back into the lumbering region, where good prices may be had from lumberers for everything raised, and abundance of land for a shilling an acre and a lifetime to pay. The whole valley of that river will, in the course of time, be settled by many millions of people. In that region ten millions may find plenty of room, south of line 47° north latitude—the line of Quebec—but that line is colder, being much higher, except in the shelter of deep valleys. There is a talk of a canal through that region, by the Ottawa, Lake Nipissing and French River, to Lake Huron, shortening the distance to Montreal and Quebec by two or three hundred miles from Chicago and the Upper Lakes. Should this take place, this great wilderness will be settled. No doubt time will do so, but not for twenty years yet. We have had a survey and plenty of talk. The project is perfectly possible, the only needful is the money. There are immense forests of pine on the way untouched, which every year is becoming more

valuable; and where pine lumber can be had in a generation or two who can tell? It will be taken round Cape Horn from British Columbia, &c. There are millions of acres in Lower Canada at a shilling an acre, but not so desirable to a Protestant British settler. Settlers from France might be more satisfied, and of course will go there. South of the River, in what is called the eastern townships, along the borders of Vermont, there is a large English population, and land to be had. But, generally, Company lands are dearer, but near market, and convenient to railways, both the Grand Trunk and Portland lines passing through the block. Minerals, even gold-diggings, lately discovered, make some of that block valuable, and will be sure to secure settlers. They have one great advantage. A settler landing at Quebec, on his way up, by the Richmond Railway, might satisfy himself, and, if not pleased, might pass on towards the setting sun.

EXPENSE OF THE PASSAGE FROM GREAT BRITAIN.—Steamboats from Glasgow and Liverpool charge, in first-class cabin, from £13 to £17 sterling; intermediate, £9; steerage, £4 10s; children, £2 5s.; and infants £1 1s., and everything found. Passage by railway to Lake Huron, or even Chicago, for emigrants, is but a mere trifle. For the County of Bruce a daily steamer is leaving Goderich, sixty miles up, to Southampton or Saugeen, and back again the same day—fare, one dollar and a half the whole way. For the Monotoulan—the copper, iron, and silver mines above—passage may be had at least twice a-week, from Detroit, U.S., or Collingwood, on the Georgian Bay—the last reached by Toronto and the Northern Railway. The line from Detroit, Michigan, is American. In both cases the passage is a small affair.

GOLD, SILVER, COPPER, AND IRON MINERALS.—The first has been found lately in Canada. In the eastern townships we had quite a run last year, but very few made riches. Nova Scotia gold mines are wrought for some years, but not rich. The same may be said of the region north of the Ottawa. But now for three weeks there is the greatest excitement about a gold discovery at Madoc, 30 miles back of Belville, on Lake Ontario. Twenty-four dollars in gold

are said to be had from $2\frac{1}{2}$ pints of dirt. The Galt Reporter says, "That a Californian offered, on Saturday last, 1500 dollars for what earth he could take out of the hole in half an hour, with no other assistance than a common garden hoe." And two gentlemen from Boston bought a miserable lot of rock and sand the other day for 35,000 dollars. If the half is true, the like was never found in California. But, for fear of mistake, let me add no more at this time.

Iron of the very best character, equal to the Swedish iron, is found on the British shore of Lake Superior, quite near the lake, and a strong American Company are engaged in getting it out. As for copper, our different mines are in full blast getting it out in hundreds of thousands of tons, on both sides of Lake Superior, and north shore of Lake Huron. It is found pure in tons of weight; the only difficulty is to cut it small enough for removal. Many from this country are going there to work, and some to settle. There will be a great population there shortly.

BRITISH AMERICA AS A MARITIME STATE. From the *Montreal Witness*, one of our most respectable papers:—

"No branch of industry has grown up in the provinces to greater dimensions in the course of a comparatively short period of time than the maritime interest. When British North America is elevated into a Confederation, it will be entitled to the proud position of the third maritime state in the world. Great Britain and the United States will alone exceed in maritime influence. In 1863, no less than 628 vessels were built in British America, of which the aggregate tonnage was 230,312. The industry represented by these figures shows an export value of nearly nine million dollars. On the 31st Dec., 1863, the figures were as follows:—

	Vessels.	Tons.
Canada, - - - -	2,311	287,187
Nova Scotia, - - -	3,539	309,554
New Brunswick, - -	891	211,680
Prince Edward's Island, -	560	34,222
Newfoundland, - -	1,429	89,693
Total, - - - -	8,530	932,336

Great Britain and the United States largely exceed this number; but France, the next greatest commercial state,

with 35 millions of population, an immense foreign trade, and an extensive sea coast, owns only 60,000 tons of shipping more than British America. In 1860 the aggregate commercial navy of France was 996,124. Another important statement is the return of shipping entering and leaving the ports of British America:—

	Inward.	Outward.	Total Tons.
Canada, - - -	1,061,307	1,091,895	2,133,204
Nova Scotia, - -	712,959	719,915	1,452,854
New Brunswick, -	659,258	727,727	1,386,985
Prince Edward's Island,	69,080	81,200	150,288
Newfoundland, - -	156,578	148,610	305,188
	<hr/> 2,659,182	<hr/> 2,769,347	<hr/> 5,428,519

And for inland navigation—

Canada, - - -	3,530,701	3,368,432	6,907,133
---------------	-----------	-----------	-----------

Grand Total, -	<hr/> 6,189,883	<hr/> 6,137,779	<hr/> 12,335,652
----------------	-----------------	-----------------	------------------

“The United States at the same period only exceeded us by 4,000,000 tons, and our excess over France in one year was 4,000,000 tons. It will also be interesting in connection with this subject to see what will be the strength of the united provinces in seafaring men. By the census of 1860 it appears that the number of those engaged in maritime pursuits were as follows:—

	Men.
Canada, - - -	5,958
Nova Scotia, - -	19,637
New Brunswick, -	2,765
Prince Edward's Island,	2,318
Newfoundland, - -	38,578

Total Men, - - -	<hr/> 69,256
------------------	--------------

“Here we see that five years ago the provinces unitedly had no less than 70,000 able-bodied men engaged at sea, either in manning their commercial shipping or their fishing vessels. In case of war this force would be the most valuable element of strength British America would possess. Facts such as these must have great weight when placed before the world. They give an idea of the importance of British North America that other statistics could hardly afford. It must be remembered that this maritime interest is not stationary, but progressive; it must increase with the progress of the provinces and the other elements of wealth. A half-century hence, it is not hoping too much, British

America will stand side by side with the mother country—the foremost maritime State in the world.”

RED RIVER, SASKATCHEWAN, AND BRITISH COLUMBIA.—In the spring of 1852, Lord Milton, with Dr. Cheadle, from Cambridge, made a trip from Red River to British Columbia, across the Rocky Mountains, and writes as follows :—“ Before proceeding further with the account of our journey, I must allude very briefly to the magnificent country which extends from Red River almost to the base of the Rocky Mountains. It has been well described by Captain Palliser and Dr. Hector, and I would add my testimony to the fertility of its soil and to the extent of its resources. It is peculiarly well adapted for settlement; rich prairies, which are ready for the plough, being interspersed with woods which would furnish timber for building and fencing. The climate is the climate of Canada; the spring, however, according to Dr. Hector, setting in a month earlier than it does on the shores of Lake Superior. Grain of all kinds grows here with the greatest luxuriance, and the root crops are certainly finer than any I have ever seen in England. The pasturage is almost endless in extent, and so nourishing that the horses turned out in the snow at the commencement of winter,—then thin and in a wretched condition,—when brought up in the following spring, were exceedingly fat, and fit to set out at once on the journey before them. Coal beds of every size exist in the Saskatchewan, Battle, and Pambina Rivers. Clay-ironstone, in large quantities, was discovered by Dr. Hector, and miners were engaged in washing gold in the river above Edmonston during our stay there. Yet this glorious country, estimated, I believe, by Dr. Hector, at forty millions of acres of the richest soil, is, from its isolated position, and from the obstructions put in the way of settlement by the governing power, left utterly neglected and useless, except for the support of a few Indians and the employés of the Hudson’s Bay Company. Could communication be established with Canada and British Columbia, this district would, I imagine, be one of the most valuable of the British possessions.” The travellers took two months crossing the plains from Red River to the Rocky Mountains. They crossed these great mountains in the channel of a branch of the Athabasca, and eventually reached the height of land so gradually that they

would hardly believe they had gained the water-shed of the Pacific. A few days after they struck the Fraser River, already a stream of considerable size; and, after dreadful labour and hardships, they cut their way through to the Pacific.

Dr. Cheadle remarks, "That throughout British Columbia, except a few isolated portions, no farming land was to be found. Though it was possible by irrigation to produce certain crops in a few years, yet they must soon cease, for there was nothing but sand, the only vegetable mould being supplied by the decay of grass. In most parts the land was so light that it was impossible to irrigate it." Lord Milton further says, "Red River Settlement is the best colony England has for farming purposes, but nowhere is farming less understood." Taking thirteen crops of wheat off the same field, without either rest, change, or manure.

THE STATE OF RELIGION IN CANADA.—The Church of England, Presbyterians, and Methodists are the first three Protestant bodies, in point of followers—each body numbering about 300,000 souls. The Kirk of Scotland is very much broken up by the action of the Free Church. Had it not been the clergy reserves there would not have been that unreasonable division at all, and steps are being taken that will, I trust, do it away. The one party as free as the other, holding the same articles of faith and formula of church order. We shall have divisions enough, although many such were healed, by charity, catholicity, and brotherly forbearance. The Baptists are numerous. Their churches, 261; pastors, 154; missionaries and licentiates, 50; church members, 15,000; members and families, 75,000; and followers nearly as many more. Their body being the most numerous in the United States, emigration and the moral power of sentiment encourage them very much shortly to see the same in Canada. No doubt they are fast increasing, to the no little annoyance of Pedo-baptist convictions. The Independents are a prosperous and respectable body, but not yet numerous. The Roman Catholics of Upper Canada are perhaps as numerous as any one of the first named, and in Lower Canada, more by far than all the rest put together, and a kind of religious establishment in connection with the state. The church is built and the priest

paid by law, perfectly independent of the people. This was ceded to them at the Conquest. But the moment one of them turns Protestant, he is free from the priest. Great Britain well might and should learn a lesson from this. I need not say that the peculiarity of their faith presents a great difficulty to the training of the human mind in the present state of society. So, east and west, their schools are sectarian or exclusive, entirely under the control of the church. The Protestants of Canada East, being in the minority, feel this difficulty no little barrier to the education of their children. In general, churches and ministers are seldom far off; provisions are easily raised; ministers, on the whole, are well paid. Difficulties will exist from certain minds in every situation; but, as a whole, they live and co-operate together in love more than in Great Britain. Infidels have had too much to say justly on this score, and Charity, the queen of graces, has not made too much of this God-like principle yet. The religious and moral state of the people is perhaps fully higher than east of the Atlantic: some sections, from causes that may be understood, admit of great improvement.

WE HAVE NATIONAL UNIVERSITIES IN CANADA, EAST AND WEST; but their progress is much confined by the different Churches establishing colleges for themselves for the training of their respective ministries, and, along with them, many of the youth of the land from their communions respectively. Church of England have their Trinity, Toronto; Free Church, Knox's College, same place; Kirk of Scotland, their Queen's College, Kingston; Methodists, their Victoria, Cobourg; Baptists, their College, Woodstock; Roman Catholics, their Regiopolis, Toronto, &c.

COMMON SCHOOL EDUCATION FOR UPPER CANADA is carried on by a Normal School in Toronto, for the training of teachers, both male and female; but yet the majority of teachers are picked up as they can be found, chiefly made in the grammar schools, examined and licensed by County Boards of Public Instruction. They are arranged into three classes, according to their attainments, and still subdivided. They get licenses for one, two, or three years; then they have to be examined over again, which drives them to

their studies to advance themselves in their grade. Thus they are engaged and paid according to their standing from 250 dollars to 400 dollars a year, and board themselves. Before a township is half filled, it is divided by the Township Council into school sections of about 60 lots—square blocks if they can, and no child more than two-and-a-half miles from the school-house. The people of this district have a meeting once a year, and choose three of their number to be school trustees. *They* choose the teacher and engage him from those licensed as above, then pay him partly by a Government grant and partly by a rate on the people. The same rate is raised by the public collector, with the other tax, so that every cent is made sure to the teacher in every place, no matter how poor. The school being supported by public money, the door of the school-house is set wide open to the poor as that of the church; and the object of this system is to educate the whole mass of the people. Farmers in general pay each for a lot of 100 acres from two to four dollars a year, and no more though they send ten of a family the whole year round to school. The education may not be so thorough, but much more rapid than in the parochial schools of Scotland, where the teacher pays much more attention to those learning languages than to those on the mere rudiments.

Those who are determined to learn languages and the higher elements of an English education, go to the Grammar Schools, one of which is placed in each county, and is a connecting link between the common school and the university. It is fairly allowed that the *common-school system* of Upper Canada stands ahead of the whole world for much work by small means.

Take for example the following, viz.:—In the year 1857 there was a Parliamentary grant to common schools in England of £500,000, and in Upper Canada of £50,000. Well, we covered more ground by *one-tenth of their money*. They brought two in nine of their children of school age to school, and we four out of every five. Their commissioners took to pay themselves the whole of our grant and 60,000 dollars more, and every fraction of our grant was paid to the teachers. The Superintendents of our schools are paid from another fund, and that very sparingly, only four dollars a school, so he must be a minister or some other professional man, who

adds this perquisite to his salary, pays them two visits a year, divides the public money, and lectures on the subject once a year in each school for the benefit of the pupils and their parents. I know much of fatherland, having travelled four times from sea to sea, south and north, the year I crossed the Atlantic, and was taught in *three* of its parochial schools; but I feel free to state that although the parochial schools of Scotland deserve great praise, yet for teaching the elements of an English education to all, the common schools of Canada, by one-fourth the means, are doing a great deal more work. I have heard some of our most intelligent people say "that our school advantages go far to reconcile them to their lot, and help them to forget some good things they left behind, never to find again."

THE LOCAL GOVERNMENT OF UPPER CANADA is in the hands of the people so completely that they can do what they please—even undertake to make gravel or railroads, for which the *majority* of the landholders shall *vote*, guided and overruled by the law in the case.

On a given day, once a-year, the people meet and vote, for every township, five men of their own number into office as Town Council. The chairman is elected by the other four, and is called Reeve, and is magistrate by virtue of his office. If there are more than 500 voters in a township, there is a deputy-Reeve allowed. These five men are the council, ruling the township for the year. Some of them are kept in for many years, and others never more than once. The Reeves and deputy-Reeves constitute the *County Council*, by virtue of their office, and meet in the court-house as such a body three or four times a year, to attend to all public works and county expenses. Anything done to railroads or gravel roads must be there settled: therefore we pay township and county tax—feel that enough—and pay no direct tax to the Government. They impose it and lay it out. All is well reported, and, if not satisfactory to the people, these gentlemen are shown the right-about next year; but the great body of them remain many years, and become useful rulers and leaders in the community. In this township, in sixteen years, we never had but four Reeves, and some of these resigned. The present one is in office for nine or ten years, by the yearly vote of the people. Much more of the real business of the country

devolve upon these domestic bodies than on our provincial Parliament, and they relieve them of much work and no little responsibility. No doubt they greatly add to our expense, but improve the country fast, and make those improvements general. We grumble not at paying a few dollars of tax if we get full value for the same.

LECTURE III.

CANADA, AS A FIELD OF EMIGRATION, TO BE PREFERRED TO THE UNITED STATES, &c.—I have lived the whole of my Canadian life on the border of the United States; have visited the country different times, and conversed much with persons from there, and our own people labouring there, and who had gone to find a home, but come back in disgust. In the year 1850, I spent 240 dollars in travelling in New York State, Michigan, by the lakes, and across the State in Wisconsin and Illinois. The last is beautiful to look at, I confess, requiring a pocket-compass to save you from being lost on its large prairies of 50 miles across, just the same as the ocean, without a tree, or twig to drive a horse. At the same time, there are many snakes in the grass, many serious objections to settlement that do not appear at first. Let me even touch some of them. Firewood is very scarce. Hard is the lot of persons settled far in on these prairies, who have to come out to the edge, from 12 to 25 miles, and, perhaps, after getting out of it as far again to some bush, and buy poor scrubby oak land, at 50 dollars per acre, and running this far the whole year round for firewood. Then go to Chicago, 30 or 80 miles, for every foot of lumber required for house, barn, fencing, &c., buy it there at from 20 to 40 dollars a thousand feet. Cattle feed very plentifully, of course, but they are very poor in spring, from the want of shelter, and exposure, feeding out under hail, cold, rain, and sleet, in place of dry snow, as with us, and home in sheds, fed on straw, &c. Much is said, of course, about the Homestead Law or Free Grant of 160 acres to every emigrant. But this is of Government lands, and though I travelled much I never saw any of them. They told me they were to be found back of the settlements, in millions of acres, between that and the Rocky Mountains; and behind in the direction of the lakes and amongst the pineries; low bottoms, and flooded lands, suitable only for grazing purposes, and sickly for Canadians and British settlers, but quite suitable and healthy to settlers from the south. There were over every State

some scattered lots of refuse that might be had, hardly worth paying taxes for; at all events, a poor home for a settler. To a body of men going together, who might push out twenty miles behind the last white settler amongst the Indians, this free grant might be turned to some good account. *Speculation* in the land market is bad enough with us, and fearfully against the settlement of the waste lands of the crown; but with them far worse. Soldier scrip, canal scrip, railway scrip, &c., are gathered up by companies, rich men, and clever yankee pack-travellers. The last on their own account, and agents on account of others, are searching along all summer, far ahead of the stream of emigration, and secure all the mill sites, village and town sites, groves and timber lands; buy them up with those scrips at a few cents an acre, and sell them at from one to twenty dollars an acre to poor settlers, who cannot help themselves but by banishment, not only beyond the settlements, but beyond these extensive wild blocks already in the hands of speculators. The Homestead Free Grant cannot be sold to another as the foresaid, but requires actual settlers; costs only thirteen dollars for the expense of the issuing of the deed. But mark; the moment you get the small wild gift, you are a sworn subject of their Government, and liable to be drafted the next day to go out and fight to the death against father or brother, perhaps, if war with England or Canada should be the order of the day. In the late domestic war between the North and South fearful stories of this sort have been told. In one case they fought from tree to tree in a wood. One man caught an enemy, and by clearing the dust and sweat away from his eyes, behold, who was this but *his own brother!* A third was coming up. He in a moment up with his rifle to shoot him, and the prisoner in his hand, his own brother, stayed his arm, crying out, "Stop, that is *our father!*" Perhaps such a state of things might be a solemn warning to persons who are so indifferent to the oath they have sworn to their country, and with very little temptation care as little for the new oath they are going to take; so clearly avowing a repudiation for ever of that nation that gave you birth. What did the Vicar of Bray do, so memorable for censure and merriment, but swear always on the side of his *property*, leaving sentiment and conviction to men of

conscience and truth. Any British subject may live in the States as with us, and hold property subject to certain rules, but *free grants* are given neither there nor here without taking the oath of allegiance and becoming subjects. Thousands go there and know this when too late. Some of my friends had 'lands in the West, and, being lately drafted, ran and lost everything; and a young man, serving with me, ran and left his homestead (160 acres), and all his labours there, and dare not return. Of course they will be given to another who will stand fight against the South, the East, or Canada. He told me they were not very good, but sandy—sure enough the best he could get from millions of refuse lands in the State of Michigan, and far to the rear and mountainous parts of the State. This is the way that paradise lost is found, to be lost again.

How they will do for fire and fence timber, to say nothing of houses, in great many parts of the Western States, who can tell, for their scrubby groves will soon be cut down. When I was there I saw teams from Rock River taking fence stuff from Chicago, buying it at 20 dollars a thousand feet, and taking it eighty miles in four-horse waggons, through miserable sloughs and wild prairies. There are railroads now to some favoured spots, but their drain on the farmer's pocket for everything he sends and receives is hard to bear. A good judge told me he would rather clear the timber not required off his farm, than bring always on it the timber and lumber required. I believe that opinion to be perfectly correct. No land in the West is cheaper than prairie lands, although, undoubtedly, it would be chosen first by the British settler.

In Wisconsin and Minnesota, same latitude with us, what can be their advantage? They get *our sun and moon* rather after we are served; their soil, not better, but very often lighter; and the carriage of a thousand miles both ways against them and in our favour, as the market is to the east. And as to States further south, their great heat and innumerable fevers are to northern settlers very objectionable. I have been in conversation with many persons who travelled and laboured down to St. Louis, and even to New Orleans. but never have I seen any inclined to go down there to live. They often told me of seeing Canadians, many of them sickly, but few, if any, very well satisfied with

the change. South of Iowa and Illinois, is very hot, many of the people, even in the two last named States, lie and sleep on the top of the bed clothing in summer, perspiring till near day; then, very strange, it turns very cold, and a person often wakes up shivering, the cause, I think, of many of their fevers. Roasting all day and shivering at night cannot but be exceedingly trying to the best constitution. They look very pale, of high bones and little flesh—very different, of course, from the English rosy cheek. As to their market, it is much improved, and they required it. For when there, I saw them coming in from Rockriver, eighty miles, with their wheat to Chicago, and selling it for fifty cents, or 2s. 6d. a-bushel, and many teamsters taking it on the halves; so 1s. 3d. was all the farmer got for his labour. Millions of bushels Indian corn could be got for ten cents each. Cattle, hogs, and horses, were singularly cheap.

One of the members of my church left for Illinois, tempted by the extraordinary accounts from that garden of the West—a very enterprising man, with a well-doing family, and had £800. After reaching, he at once bought a span of good horses, not to plough, but to drive home, 1500 miles. However, he was prevailed upon to stop and purchase in St. Charles, Fox River, a most lovely spot, but full of fever and ague and lake fever. Himself, wife, and all his family soon became sick and greatly discouraged. When there I called upon him. The minister, the deacon, and a great many of the people having beautiful farms, were away to California to dig for gold to redeem their farms and mills, &c. He came back, made better than some, but not enough to save his fine mill. It was sold, and he came into worse property in Michigan, and was far from Sabbath and happiness. His children got better in health, but connected themselves with Socinians and infidels; the reason of his wife failed, and she is just now, if living, in the lunatic asylum. He shuts himself up on Sabbath in his room, makes well of the world, but is already in the *grave* of many a pious-living man, and told me in my own house he would by far rather be with us in the bushes of Canada.

At the same time those who went in early, as with us, are generally pretty well off, and much could be said as a whole in favour of the country, and of many parts especially favoured by commerce and communication; more parti-

cularly where the settlers are from the South, the second race born in the country, or those who outlived the hard process of getting, as they call it, acclimatized.

I never can forget the day I was coming out on the railway to Chicago, melting, with my shoes, my hat, and coat off, my vest open, till, within twenty miles of the city, the Lake breeze met us. Oh! what a welcomed change! I put on one article after another, and never was since in such a state.

I know a great deal of the hard things the Honourable Mr. M'Gee is writing about his own countrymen south of the River, and especially in the cities and towns of the Union, will be felt keenly, no doubt. But he lived there, and knows well what he is writing about—does not walk through the world with his eyes or his ears shut—and loves the Celt better than the American does. He is a Minister of the Crown in Canada; but these, truly and plainly, were his open and expressed opinions when in the the cold shades of opposition.

Finally, their paper currency is so depreciated of late—only 71 odd cents. to the dollar, and ours worth every cent. in *gold*; but, more than all this, though a new country, they have a debt equal to that of Great Britain, like a millstone hanging about their neck. Great many good judges think they must sink under the weight. Things are fearfully high, and living more than double what it very generally costs with us. But the number, energy, and advantages of the nation by sea and land are so great, that a course of years may save them, at least make their condition tolerable, only let them live in peace amongst themselves and keep from foreign war, which really appears not very like their present state and temper. Their gold creditors, no mean judges, show by their giving only 71 cents of gold for 100 cents of Government paper, no great faith in the stability of the nation. At the same time, justice requires the remark that they have astonished the world by the past, a very favourable pledge of future stability and success.

Let me further add, whilst I am on this subject, that since the Southern States are now called *free*, many, I doubt not, will be led from Britain, as well as they are now from the Northern States, to seek their fortune there. The climate, as well as the moral and spiritual condition of these awfully

punished and desolated States, is very unsuitable, and will be found trying to Northern men, especially from Great Britain. The curse of slavery has been long and demoralising in these States, so that any person of proper feelings and sentiments going there to live, is very much in danger of losing those feelings, his property, or his life. The unheard of horrors of Andersonville, the scheme, by means of all the yellow fever rags from the West Indies, to cut off thousands and tens of thousands, men, women, and children, of northern cities, with the abominable murder of President Lincoln, are but a part of the proof given to the world that we would not like to see again repeated. The state of Texas, the general massacre of New Orleans, the free and general butcheries by the present "black dragoons" of the well-doing negroes, determined to reduce their number and make the race miserable to rob them of their little property, make themselves and the world believe that freedom is their worst enemy, and their present horrible state the national sins of northern armies, and what they call "the fruit of cursed abolitionism." They already boast that a million of the poor creatures have perished. Yea, my very blood runs hot, I say—not "*cold*"—when the very enemies of God and man that give the facts, labour to destroy them. A poor, helpless chicken in the eagle's claws has but little chance of life. The Republican party, like other men, have sins of their own, of course; but my soul is with them in their dangerous and giant efforts against the whole South, and President Johnson at their head, to save four millions of miserable, down-trodden creatures, who have little freedom from man, but freedom to labour without rights and wages—freedom to weep and die. How shall such a number of people *live* and *provide* for themselves and families, who have no lands, and must take whatever their worst enemies choose to give them, whilst the violence of their wrath will take years to empty on their devoted heads for accepting the freedom that northern armies could ever give them. Time, I trust, will wear away this feeling, or Heaven will not bear with earth. God's work is not yet finished, whatever way He shall take in the case. The burning mountain shakes and rumbles very ominous of a coming storm. In the past the poor creatures were awfully wronged, but self-interest made hard hearted task-masters care for them and keep them

as cattle, or "chattles," as they called them. So it is easy to see that when this provision is removed, and the common rights of human beings refused, that the condition of them is far worse than before, and thus their cruel masters succeeding to force, by the love of life, not a few of them back to their former bondage. There is hope that the present party in power may quench this burning mountain, and greatly improve the condition of these weak and helpless beings. But they have for ages been reduced so low, so much animalized, that the task can only be the work of time, and during the fiery strife they are in danger, like Paul, of being torn to pieces in the hands of their deliverers.

Citizens of free Albion, and especially of the mountains of Caledonia, which never allowed a slave to cross them, remain where you are, or throw your lot amongst a people who possess a larger share of freedom than you ever had, and do this in any condition of life before you venture to live in the very crater of this dangerous volcano.

THE DEBT OF BOTH SOUTH AND NORTH is about equal to that of Great Britain, with double the interest and half the property, making the taxes of the people enormous. Life and labour greatly pressed. Many will cross from the south of the St. Lawrence, as many of you were going to spend your scanty income in France or Italy, as £300 would be equal to £600, and not a few of our own people returning. The wages are high, but the board equally so. Provisions and clothing enormous prices, and our two dollars are equal to three of theirs; the habits of the people, far more expensive and extravagant. So when I have not an acre to give you, nor a cent to write this, I can freely say, under existing circumstances, try Canada before you go to Texas or south of the Lakes.

I am at line 44, north latitude, 780 miles south of Edinburgh; and Windsor, head of Lake Erie, 140 miles more. This during summer is felt warm enough. You should live one summer in Canada, and I think it probable that this would settle you down perfectly satisfied that you were far enough south. We can far more easily create artificial heat in winter than cold in summer. This moment, December 17th, I would give something for twelve inches of snow, when we have only two inches, and our roads very miserable.

MANUFACTORIES BOTH IN THE STATES AND CANADA.—

Better wages are given in all these than in Great Britain, but from the reasons above, I think mills in Canada are, in the meantime, to be preferred to those in the States. Of late years our home manufactories have been greatly on the increase, and the very great difference between their tariff and ours is fast driving men of capital north of the *line*, not only for the sake of water power to build on, but freedom from taxes, and market in less competition for the fruit of their labour, and this stream is far from being in full flood as yet. Canada will soon find her market in her own cities and towns instead of in the cities and towns of Europe; she will save the great expense of the Atlantic freight, millions of free people, her own sons and daughters, will give a far better price for our grain in our own streets, and give us in return all our clothing, furniture, and machinery. This will save us millions of dollars yearly, and make an acre in Canada equal to one in England, France, or Germany.

The extent of our domain, with the size of our rivers and streams, afford us ten times the water power of Great Britain—the cheapest power in the world. The coal they burn to keep their powerful mills going would soon make our mill-owners rich. Their coal will get dearer and wear out, but this power, as free as the light of heaven, will continue to the end of the world. Finding a market for our grain in London, Liverpool, or Glasgow, is something belonging to a State of infancy, which should and will soon be done away with. It is a high and long tide that never turns. Our children shall be sending to your children millions' worth of the manufactories you have been sending to us at a very high rate for the last 100 years. We have empires of timber, mountains of iron, and an endless store of lead, coal, salt, and copper, saying nothing of our silver and gold. A *pure lump* of copper was taken the other week from Lake Superior upwards of 15,000lbs. weight. Block upon block is chopped out by chisels when no power is found sufficient to break it up. Since the midge has become so hurtful to some of our settlements, a great many of our farmers have gone into flax and hemp raising, and the whole manufactured on the spot. Every pound of wool will soon be used in our own mills. We care far less for the 20 per cent of the American tariff than we did. We can do without them better than they can do without

us, and they plainly confess it by pleading for a new reciprocity treaty. We shall soon have one at their own motion. We have the highway, the means to the markets of the fatherland and the whole world as well as they have; and a fishery they greatly need, and such as they nor any other nation ever had.

THE LUMBER TRADE is of very great importance and is grown to large dimensions—about 15,000,000 dollars a-year. It is chiefly carried on in the Ottawa valley, and now very far up. Government has spent a large amount of money in improving the rapids of that stream, by slides sufficient to receive six or twelve inches of water, which, with railway speed, will soon land a raft, crib after crib, on the safe and navigable waters below. A whole month is very often taken by a raft on the way down—four or five hundred miles—to Quebec; by the lakes from the Georgian Bay, fifteen hundred miles; but much of the distance towed by steam tugs, and, therefore, rather expensive. Millions of capital are employed in the business. Some make riches, but greater numbers, as in every enterprise, come to poverty and ruin. The risk from the winter, the weather, the river, the market, and the course of events so changeable are very great. One thing is favourable. There is a very large number of the young men of the country employed, and by the provisions of the law, if they stick to their raft, they cannot be sent away without their pay, whether the master has a cent or not. Rich or ruined, they must get their last cent up to the day of payment, or else sell the raft.

A clever man, of some credit and experience, hires a gang or gangs of axe-men, and goes back into the bush early in the year. They build log huts in the bush, and labour away, living on tea, pork, and flour, in squaring the timber. Horses and oxen follow them in the winter, and haul it into the river, and leave it on the ice, ready to start together in the spring to the main stream, where all, in calm water, is received in a boam, and rafted for Quebec. Some rafts will have an immense amount of timber, and are taken apart generally at rapids; but they go often sixty, one hundred, or two hundred miles without untying a stick, and have fine times of it in these long stretches, like sailors in trade-winds, but other times will pay for that. The young men who

make this their habits of life are, very often like sailors, very loose in their habits, and careless of their own souls. Indian like, it is hard to make any provision to reach their moral and spiritual wants.

It requires large fleets every year, spring and fall, to carry this timber and lumber away to the markets of the world. A great deal of it goes to the towns and cities of the Union at a very high price—forty or fifty dollars a-thousand feet of clear stuff of inch-board measure, only a good load for a span of horses. The limits are deeded for a dollar an acre, and the timber for much less. At one time much of it was lost by the way; but since slides are provided everywhere, and rivers improved at great pains and expense, with much additional experience in the work, little loss occurs except on the lakes.

CONSIDERABLE MONEY REQUIRED TO BEGIN LIFE ON A PRAIRIE.—In the bush many begin life with nothing more than a young wife, a cow, and an axe. For the young men will gather and build them a house called a shanty in one day, the door is put in, and the floor laid the second, and he may begin to chop and clear a piece for potatoes and wheat the third day of his wedded life on his own estate.

But on the prairie it is altogether different. A man requires a span of horses, a waggon, plough, harrow, a cow, oxen, sheep, and hogs, with lumber for house, barn, and fence, say from 500 to 700 dollars, at the least, the same as in England, and, indeed, more, as the land, houses, and fencing are there ready to hand; still every farmer knows that a good deal of money is required to begin with; therefore, as in England, the poor emigrant in the West is found for many long years the servant of others, and too many till death; whereas, in Canada they become farmers on their own hand at once if they choose, but they will, in that case, have to give part of their time to those who will give them seed and provisions. In the year 1850, thirty miles out from the city of Chicago, the best bargain I could see for a farmer was a lot of prairie land, without a twig on it to drive a horse—at 10 dollars an acre, and some time to pay for it. I asked my friend offering it about firewood. He said he had a grove five miles away, and of this he would give five acres at 20 dollars an acre, the same lands, I presume, must to-day be 50

dollars an acre, even in the wild state. At the same time, they were pouring into the state in thousands, expecting to get the best lands in the same at the Government price, 1 dollar 25 cents. Under such delusions many farmers sell their own valuable farms in Canada, and go off there in full rigg, and find a state of things entirely different from companies and speculators' reports. These cheap lands are got somewhere between that and the setting sun, but who will go for them? will often be the query.

GREAT HOPES ENTERTAINED FROM WIRE FENCES IN THE WEST.—As the invention was tried and found out a very cheap fence, the people of the great prairie lands of the West were building very great hopes upon them. But, on trial, they were found wanting, if not entirely useless, as cattle would run against them in the night and break them all down. So, for years, east or west, I never heard a word about them. I therefore conclude they are given up. Hedges are planted and found to do well, and ditches with turf sod facing are successfully tried—a common fence in the Old Country. It is, however, not the most suitable, where labour is so high and so much ground to enclose.

FISHING AND HUNTING.—The last is very little attended to but by Indians. Good farmers have little time for it, and game moves rather away from settlements. We have in places too many deers and foxes for our grain and hens, but the small Canadian fox never touches sheep, which, no doubt, is a great favour. Their skins are valuable, especially a mixed breed of them. The Otter and the Mink are sometimes caught, and their skins sold from four to six dollars.

We have bears smaller than the Russian one, and will sometimes take sheep and pigs, but very seldom. They, at the same time, will damage grain when ripe, and are very fond of Indian corn. But they are easily destroyed. One man is in danger to try the fight on equal terms without a dog, as he is, when shot or cornered up, almost sure to turn upon his enemy, and, if he does, he is a rough customer to deal with. In every other situation he is sure to decamp, except when protecting his young ones. A good dog or a man to help are too much for him, he is therefore not spared. The common way, however, is to build a scaffold in the corn, or near any dead

carcase, and shoot at night from the scaffold. No accident happens in this case. They are in size not unlike a large Newfoundland dog, with very long hair. They run as fast as a man, but any dog will soon put them into a tree where they are easily destroyed.

The white bear of Hudson's Bay is a fierce and dangerous animal, and will boldly attack man, but is not here.

We have wolves. I never saw any of them; but I often heard them around me in the night. If met in droves and be very hungry, they might be dangerous far from settlements. At the same time, I never knew anybody hurt, man, woman, or child; but I heard some stories of the kind, but consider them generally ghost stories. I have travelled a great deal in all hours of the night, alone in the bush; and never saw anything to hurt me. I am sure the danger is a hundred times greater on the streets of London. Children have been lost and found, after days of search, sometimes dead and other times alive, and seldom, if ever, touched by any creature. The wolf is much more difficult to kill than the bear, and cares little for a dog.

We have millions of pigeons from the south in May. They darken the heavens like locusts passing to their summer grounds in the north. Great numbers of them remain everywhere, and give plenty of shooting to our gentlemen and idle classes. Ducks, wild turkeys, wild geese, and partridges are many, for those who can afford time to seek and find them.

Much more is done by farmers in fishing, especially on the lakes. Very little labour is required in certain seasons of the year. The time for herring fishing (very like that at home, but twice as large) is September, October, and November, when small gill nets of 2 lbs. of thread, just set at the shore, may catch from fifty to one hundred and fifty each, or more. The nets are set at sundown and taken up in the morning. A boy will do, in company with others, for two or three nets. The smallest skiff will do to work them. In summer, sturgeon, sometimes 80 or 90 lbs., are caught by the bait; white fish and salmon trout. I have not fished for many years, although on the Lake shore: I leave it to the children; but the first time I tried salmon and white fish, twelve years ago, I went out with two old nets, 2 lbs. each; threw them out on buoys, and went out, according to rule, after two days, and brought

home thirty-nine fishes, three of which were above 20 lbs. each, one of them 26 lbs. The white fish, coming up from the bottom of water so clear, are truly beautiful. They are white and red, and look, circling round, always coming nearer, as if they were fire coming from the bottom of the Lake. When the big fellow comes to the side of the boat he is taken in by a hook and handle, and looks very pretty, as a salmon always does. I have seen a drag-net that drew to shore five hundred barrels of herring at a time; but that was no rule for common work. The herring is never caught with bait; but sturgeon, salmon, and white fish, both ways, by net and bait, chiefly by the last. Fresh fish on the shore is bought sometimes at 1 dol. 50 cents a barrel; salted, 5 dollars; white fish and salmon, 6 or 7 dollars a barrel.

WAGES OF LABOURING MEN AND WOMEN.—Men by the month labouring with farmers from 10 to 16 dollars; by the day, from 50 cents and board to one dollar. Women don't do much out-doors; they generally get from three to five dollars a month. Mechanics from one to two-and-a-half dollars a day, and board. On our gravel roads this year labouring men had from one dollar to one dollar twelve-and-a-half cents, and board themselves. A span of horses and man, at his own expense, from two-and-a-half to three dollars a day. In the States wages are much higher, especially in the harvest time, but board and everything else correspond, and the money from 61 to 71 cents to the dollar of our money. They have been as low as two-and-a-half dollars equal to one of ours.

As a field labourer an Old Country-man will do well at once, but in the bush he has to learn a little. A young person will soon learn to pass muster, and the second year may be a good hand. Mechanics find themselves at home with their work at once. Many of ours are merely handy persons that never put in any time to their trade. Timber is cheap, and although they spoil a stick they can easily take another without any cost.

THE GREAT FUTURE OF NORTH AMERICA may be supposed from the four following great causes:—

1. The grand outlines of the continent. In the fine high prairie lands of the continent, about 59° north latitude, three great rivers take their rise—the Mississippi to the south, the

M'Kenzie to the north, and the St. Lawrence to the east, and each of these rivers navigable for 2000 miles. I think it was President Jackson who said that the valley of the Mississippi alone would support 500,000,000 human beings. The St. Lawrence valley may not support one-third of that number, but does already command, by means of its inland seas, a very great traffic.

2. Think of a continent nearly 4000 miles every way, including the whole temperate zone, saying nothing of the empires of frigid lands attached, answering, by the connection, great and valuable purposes, in hunting and fishing, food and clothing. There is nothing equal to this on the face of the earth but the Asiatic continent.

3. The people are Anglo-Saxon—chiefly English—with English laws, customs, and habits, with that great and indomitable character peculiar to the race, and especially the Bible and Protestant religion. Look at the vast continent of South America, and the charming Empire of Mexico in the North. What a curse has been entailed upon them by their first connection with Spain, and the ignorance and superstition in which they are spell-bound.

4. The Time of Discovery.—Had this great event been two hundred years earlier, the people would have come, in the superstitious spirit of the dark ages, spitting on the Bible, cursing the gospel, and burning the martyr at the stake; but care was taken, like a man planting an orchard, to pull the young plant at the proper time, and send for it to the very best nursery, with a view to secure the very best fruit. Evils there are, imported from the fatherland, belonging to former and more corrupt ages, and, finding here a genial soil, they took deep root, and threatened to spread over all the land. They, at the expense of a vast amount of blood and treasure, are in the way of being rooted up, and soon will belong to the past. My own hopes are great from such a vast continent, with a sufficient domain for the whole of the present human race, under the moulding influences of good laws, free schools, and an open Bible.

The following will be two of the speeches made in the House of Commons, London, at the second reading of the Confederation Bill for British America. They are so able and admirable that I thought it a service both to the Provinces referred to, as well as the Empire, to preserve and

publish them. The first is by the ex-Colonial Secretary, and the other speaker has lived and travelled extensively in Canada, so their remarks are worthy of the highest respect:—

“ Mr. CARDWELL—I rise with great satisfaction to support the motion of the Right Hon. gentleman, and it is with the greatest pleasure that I congratulate the Noble Earl at the head of the Foreign Office on having the honour of introducing so satisfactory a measure as that now before us to a British Parliament—and I also congratulate the British Colonies in having their interests committed to a statesman who has devoted so large a portion of his time to this subject. I agree with the Right Hon. gentleman that this measure is not only calculated to benefit the Colonies immediately affected by it, but that it is likely to give rise to a new era in the history of the government of the dependencies of this imperial or cosmopolitan country. The Right Hon. gentleman has so well stated both the contents of the measure and the arguments by which it is supported, and the House has so unmistakably signified its concurrence in the opinions expressed by those arguments, that it would only be an unpardonable waste of time were I to endeavour to meet by anticipation, objections to the measure which I do not believe will be raised. The few remarks I am about to make, therefore, will merely be in illustration and in support of the arguments of the Right Honourable gentleman.

“ The geographical position of Canada, with its great inland seas and fertile plains, and the contiguity of the North American provinces which border that noble river which is calculated, by the aid of mechanical science, to carry the produce of the West to the sea, is alone sufficient to show what great advantages must necessarily be derived from a union between the inland and the maritime provinces. Let the objector look at the timber trade and the shipbuilding of New Brunswick, the mineral wealth and commercial enterprise of Nova Scotia, and at the noble harbour of Halifax, and say whether it is possible to suppose that nature did not intend that these great sources of wealth should be united; and as they are united physically, so are they morally, in the firmest and deepest attachment to England, and to the institutions under which they live. These remarks apply not only to those who are sprung from our own loins,

but that other people in Lower Canada who live in that part of the colony which is to be called in future the Province of Quebec, and who yield to no British subjects in attachment to the British Crown and to their own institutions. If, therefore, it is the earnest wish and desire of these provinces that the obvious intention of Providence should be realized, I am certain that the House of Commons will not seek to prevent so laudable a desire from being gratified. The provinces included in this Bill will form a country extending over 400,000 square miles, inhabited by 4,000,000 of people. I do not feel disposed to exclude Newfoundland and Prince Edward's Island, which, not having consented to the arrangement, are not at present included in the scheme; and, I may say, that I am reminded by their behaviour of certain towns which, on the introduction of the railway system into this country, petitioned not to have its advantages extended to them. (A laugh, and hear, hear.) Parliament acceded to their request, and what has been the consequence? Why, some of them have been out in the cold ever since—(laughter)—and have been vainly endeavouring to obtain the possession of what they once so strongly objected. That result will not, however, be in this instance, because it will be open to them at any time to join this Federation; and I rejoice to see in the papers that my Right-Hon. friend has laid upon the table that the expression of feeling in this country, and the arguments employed, will probably not be without result.

“You are now going to establish a country greater in extent than France and Spain united. You are going to establish a country inhabited at the present moment by 4,000,000 of people, and whose inhabitants, by the end of the present century, may, at the ordinary rate of computation, be expected to number 12,000,000. These colonies are now in possession of large and valuable shipping, and are inhabited by hardy maritime populations, and there is no doubt that the country will soon be only inferior to Great Britain and the United States of America, while it will be greatly superior to many of the kingdoms of Europe. And does it require much argument to show which is the best field for the exertions of honourable men, for the employment of great intellectual and patriotic minds—a large community such as the one this bill proposes to create, or comparatively small provinces, with

scattered populations, as they now exist. (Hear, hear.) Well then, Sir, look at them in their foreign relations. During the time that I had the honour of holding the seat of the Colonial Office, duties of no provincial or ordinary character were necessarily discharged by Canada. At the time when the St. Alban's raid excited so much alarm and attention in this country, what were the duties discharged by the Government of Canada and the Governor-General to whom my Right Hon. friend has paid so just a tribute? (Hear, hear.) Canada called forth an army from among her own population to guard her frontiers, and the Legislature passed an Act which rendered a raid of that kind impossible for the future. The highest duties, legislative, judicial, and executive were performed by that province. Then look at the disadvantages we incurred when we endeavoured, at Washington, to negotiate a renewal of the Reciprocity Treaty. Every part of that treaty, if we had succeeded, must have been submitted to five Parliaments before it could have received the Royal Assent. (Hear, hear.) In negotiating with foreign powers, is it desirable that treaties should be ratified by one parliament, or is it better that they should be subjected to the accidents to which they are liable in passing through the parliaments of five smaller countries? (Hear, hear.) The fisheries, too, are regulated by the laws of the different colonies; and surely, in a matter of such vital importance, it was highly undesirable that we should have been compelled, in negotiations between this country and the United States of America, to submit these negotiations to the approval of several parliaments. That case, fortunately, was attended with no evil results; but still, I think these considerations go far to prove the enormous advantage which such a scheme of consolidation as that proposed by the Bill before the House is likely to confer on both the colonies and the mother country.

"Then, again, there is the matter of defence. My Right Honourable friend referred to the despatches which it was my duty to address to the colonies, in which I stated that, though the mother country held the defence of her colonies incumbent on her, she nevertheless expected the colonists themselves to assist the protection of their own shore. Is it not apparent that, by the adoption of this measure, included in the Bill, they will become as powerful for purposes of defence as, by its rejection, they will remain almp-

powerless. (Hear.) There was a time when this country exercised a much stronger control over her colonies and colonists than she does now, and under such a policy it might, perhaps, have been advisable to discourage any attempted consolidation. The time for such policy has, however, long ago passed away, and now the mother country contemplates the increasing prosperity of her colonies with satisfaction, and views without jealousy their growth into great and powerful communities, attached to her by no other ties than those of affection and friendship, reciprocal regard forming the main basis of support in the hour of danger. (Cheers.) For all these reasons, I cordially support the Bill of my Right Hon. friend. My Right Hon. friend is to be congratulated on being honoured with the conduct of this measure, but more heartily should we congratulate those who, with great patience, temper, and sagacity, have agreed to submit to us a measure which they believe is calculated to strengthen their powers for war and increase their prosperity in times of peace. (Hear, hear.) If they have found the means of creating within themselves that public spirit which is the animating spirit of British institutions, they have done so, not, as some have suggested, as a prelude to future separation from this country, but they have done it, animated by a loyalty to the British Crown, and an attachment to British institutions, which cannot be surpassed, even by the assembly which is about to ratify their act." (Cheers.)

Mr. WATKINS—"For himself he gave support to this measure of confederation, not because he wished to establish a new nation, but he wished to confirm an existing nation—(hear, hear)—for the scheme, if it meant anything, meant that Canada was to remain under the British crown. He had no sympathy with this view; on the contrary, he dissented from, and complained of, the view that we ought to shake off our colonial possessions. Canada, with the territories lying beyond it, formed more than half of the North American Continent. Did the Hon. Member for Birmingham think the peace and liberty of the world would be better secured if this half of the Continent were annexed to the United States! (Cheers.) Every man of common sense knew that Canada could not stand by itself; it must either be British or American—under the Crown, or under the Stars and Stripes.

The honourable Member for Birmingham thought we would be the better of losing all territorial connection with Canada; but he could not agree with that doctrine. Descending to the lowest and most material view of the subject, he did not believe that, as a mere money question, the separation would be for our interest. Take, again, the question of defence. Canada had a coast line of one thousand miles, possessed some of the finest harbours on the North American continent, and a mercantile marine entitling to the third rank among maritime nations. The moment these advantages passed into the hands of the United States of America, that country would become the greatest naval power in the world. In preserving commercial relations with the United States, the Canadian frontier line of three thousand miles was likewise extremely useful. As long as British power and enterprise extended along one side of this boundary line, it would be impossible for the United States to pursue what might be called a Japanese policy. But if the frontier line became the sea coast, what might be looked for then? Scarcely three years had elapsed since Mr. Cobden declared, that if there had not been a plentiful harvest in America, he did not know where food would have been procured for the people of this country. Now, the corn-growing fields of Canada ranked fifth in point of productiveness. Did England not wish to preserve this vast store-house? (Hear, hear.) During the late war, America would suffer no cotton to be exported to this country. Suppose that Canada belonged to America, in the event of a quarrel with England there was nothing to prevent the United States from declaring that not an ounce of food should leave its territories, which would then extend from the arctic regions to the Gulf of Mexico. He had hoped that upon this Bill every section of the house might have been found in unison. (Cheers.) It would not be a decision affecting Canada much. We had sympathies alike with Australia and the other colonies. If it were seriously proposed that England should denude herself of her possessions, give up India, Australia, North America, and retire strictly within her own confines, to make herself happy there, the same result might be brought about much more easily—we might become citizens of some small country like Holland, and realise our ideas of happiness in a moment. (Hear, hear.) But he hesitated to believe that t^h

people of England did really favour any such policy. If any one were to hoist the motto, 'Severance of the Colonies from the Crown,' he did not believe that one per cent of the people would adopt it. He believed that the people of England felt a deep attachment to their empire, and that not even a barren rock over which the flag of England had once waved would be abandoned by them without a cogent reason. Every argument used in support of the necessity of giving up Canada, which lay within eight days sail of our own shores, would apply with equal force in the case of Ireland, if the people of the United States choose to demand possession. (Hear, hear.) Was this country prepared to give up Gibraltar, Malta, Heligoland, all its outlying stations, because some strange Power took a fancy to them. (Hear, hear.) As to the argument of expense, if Canada choose to pick a quarrel on her own account merely, she ought to pay the bill; but if she were involved in war on imperial considerations, then, he maintained, that the Imperial resources might be resorted to. The British Empire was one and indivisible. And what was the principle upon which the United States acted? If any portion of the territory of the United States were touched, were there one of its citizens who would not be ready and forward to defend it? Should we then be less determined to maintain intact the greatness and the glory of the British Empire." (Cheers.)

SUPPLEMENT TO THE THIRD LECTURE.

1. THE ST. LAWRENCE, THE FIRST RIVER OF THE WORLD, contains five times more water than any other river on the face of the globe. The Amazon and the Mississippi may discharge far more water into the ocean; but if the ponds and lakes of a river are parts of the stream, surely the St. Lawrence is far in advance of any as to the amount of water within the banks. The head *pond* of its northern branch would make an Amazon for America, a Volga for Europe, a Nile for Africa, and a Ganges for Asia, and fill all the stream channels of Great Britain and Ireland with water, and fish to the bargain.

2. Its shipping, wealth, and traffic are by far ahead of rivers which have been under the power of civilization for the last 4000 years. Its traffic is but of yesterday—all the creation of about fifty years; and so wonderfully rapid is the advancement, that *one* of its hundred ports has more traffic than all the ports of any river of the Old World. For example, take Chicago, the head port of the south branch of the river, began about forty years ago. Odessa, South Russia, stood till lately at the head of the whole world in transporting wheat, 20,000,000 bushels. I paid some attention to the case, as Chicago was fast working up to the same figure. It soon passed it, and very near, the other year, the same figure *threefold*, 57,000,000. Suppose the next year 60,000,000 of wheat, this would take a fleet of 3000 vessels each carrying 20,000 bushels. Its corn 3,000 more, and its beef, pork, other grain, &c., &c., 4,000 more, so if the granaries of Chicago were emptied all at once of their yearly cargoes it would take a fleet of 10,000 sails such as above, a fleet in number twenty times greater than the Spanish Armada, the greatest that ever ploughed the ocean. Before such a fleet would reach Quebec, what would it be, gathering in all by the way; or who can guess the traffic of this river in a hundred years hence.

3. By means of the Ohio and Illinois canals, and the rivers and railways of the upper valley of the Mississippi, a la---

proportion of the traffic of that most extensive and productive valley will be brought by the St. Lawrence to New York and Europe, as by far the shortest and coldest route, which, in flour, is a great advantage over the roundabout hot route of the Mississippi and the Gulf of Mexico, by which much of the flour is greatly spoiled. Ships from Europe are already going all the way to Chicago, and very little improvement of the Illinois Canal will lead them all the way to St. Louis, or, if you please, to New Orleans, which will have no parallel under the sun. Indeed, the Americans, before the war was finished, were about improving the said canal to bring their gunboats from the Mississippi into the lakes, so the St. Lawrence is, and will be, the great highway to the ocean for the granaries of the great west and north-west, not to say the rich products of thirty millions of people who shall ere long inhabit the banks of both branches of the Saskatchewan, and the most extensive and valuable prairies of British territory, from Lake Superior to Winippie. The traffic of a hundred millions of people before a hundred years hence will be to the sea, bound partly or wholly down the valley of this most extraordinary stream. It is confessed that it is locked up for six months in the year, but the snow and cold of winter are a necessity to fill her granaries with grain and flour in the best state, and prepare her immense supply of heavy timber and masts for the opening of the navigation. Americans love to run it down in favour of their own traffic by New York, &c., and would make you believe that the river is always enveloped in fogs in summer. The banks of Newfoundland are, but the river is not at all so foggy as the coast route from Halifax to New York. In the two trips I made on it, I never saw any fog at all to Quebec; we had most beautiful weather in the beginning of September and middle of May. Besides, for all light and common traffic, we have railway communication enough, and are just now in the way of getting more, the whole length of our own Eastern Peninsula to Halifax, a harbour open the whole year round.

A SKETCH OF A TRIP FROM CANADA TO SCOTLAND.

GLASGOW, May 27, 1867.

LEFT Lake Huron May 7th; came to Toronto that night, and Montreal the following night. We had much of our seed in the ground before I left, though the season was very backward. They were working with great difficulty all the way down, by the cold and rain; but below Kingston there was no plough put in the ground. Half way between Montreal and Quebec we got into sight of snow; and all the way to the sea-board the snow increased till the fields were perfectly white, and things looking very wintry for the 12th May—only, I believe, later than usually. But the difference between the eastern and western end of Canada is very great in the spring and fall.

Just as I was starting from Montreal for Quebec, the fine steamboat *Sparta* came down in full sail under the Victoria Bridge, twenty-four hours from Toronto, and ships of far higher masts might pass under—something that few people would expect. Looking at the bridge, a Frenchman standing along said, "That is the *bride* of Montreal," meaning *pride* of Montreal; and well might he say so—a noble structure of twenty-five arches, high as foresaid, and nearly one-third of the two miles in length made of solid end embankments from the bottom. The boat, in competition with the railroad from Montreal to Quebec, is the most beautiful and superbly finished I ever saw. Indeed, gentlemen say there is nothing equal to it in New York itself. One of the owners wrote the following lines in my memorandum:—"Length, 285 feet; breadth, 34; depth $11\frac{1}{2}$; state rooms, 138; large family rooms, 12; three decks; cost, 181,000 dollars; built on the Clyde, 1865." Fare to Quebec, 3 dollars, bed, and a meal, for first cabin; steerage, half fare. We were a whole hour before the cars, only we started before them three hours. Any person could read, sleep, or write, as well as in a room on land—distance, 180 miles.

Shortly after leaving Quebec, the Moravian steam packet, 2600 tons, fell out into the stream, and sent a tender for ---

and other things. We started by fair winds, and had a fine run to the gulf; reached Londonderry in 11 days, and eight days between lands. Went south of Newfoundland; still saw many ice-bergs, some 100 feet high, and, of course, twice as much under water, four of them in sight at once. They put the ship on slow time at night for fear of striking against any of them in the fog. Once we passed the banks we saw no more of them. Fare, 70 or 80 dollars, according to accommodation, for first cabin; for second cabin, 60 dollars, and steerage, 25 dollars, bed and board on the ship. We had preaching by the Catholic Bishop of Hamilton, and from Arch-deacon G. of the Church of England. The captain, a Presbyterian Scotchman, advised me to preach on deck, and that all would hear; "and lay on the cudgel heavy," says he, "for there are hard shells amongst us." He was correct; we managed in this way to get the very best congregation.

LECTURE IV.

THIS, my last lecture, shall be occupied chiefly by such directions to emigrants starting on the way, and in selecting their location, as the difficulty of the case requires, keeping in view both their spiritual and temporal good.

1. LET ME REMIND YOU OF THE WISE AND TRUE SAYING, "LET GOOD ENOUGH ALONE."—You may make it worse, but you require talent or much favour from God to make it better. Thousands have sinned against God by forsaking choice means of grace, a good neighbourhood, and a comfortable living, for a land in which all is unknown, saying the least of it. At the same time, I must confess, if these will run the risk, those who do well already are more likely to do so again. But this may greatly depend on their adaptation to the case as to habits, family, and means. Those who are well placed as to gospel advantages for themselves and families, let them remain, for fear of meeting worse for the soul, though they might fare better for the body. Remember Lot in Sodom. They have much to answer for who would lead the blind by a way he knows not, only for his *body*, as if he had no soul. "Seek first the kingdom of God and his righteousness, and all these things shall be added unto thee."

Therefore, those able and willing to work, or have a family of working habits, and, still better, a little cash—if their own land is squeezing them out, and not altogether suited as to gospel privileges—of course let them cross. I hope well respecting them. Let them be well informed on the subject, lest they take a foolish leap in the dark. Let them not follow a friend into a swamp or upon some sandy plain, nor foolishly throw themselves away amongst any kind of society. Let them not cast their anchor till they make up their mind to stay; for true is that saying of Dr. Franklin, that "three changes are worse than a fire;" and another saying, older, but equally true, that "a rolling stone gathers no moss." Hard-working people in general, according to the spiritual considerations above, should expect to better their condition by following the setting sun, especially the state of their children

All who love strong drink let them remain at home. Drink is cheaper in America, making their terrible condition more dangerous. They are not likely to live long whatever, so they need not trouble themselves. Want and poverty are safer for them than rich abundance.

Literary characters may succeed with either superior talents or wisdom, but in want of these, or friends to favour them, they run a risk. The farming interest prevails so much that the competition is very great among the literary classes, doctors, lawyers, teachers, &c.; and much depends on the man being willing and able to turn his hand to anything, as he may require. Let him remember that labour is honourable, especially with us. The present President of the United States was a good tailor, and the last a good rail splitter, but both very great men in their way. The only college of the last was the common school, and the first was never in any school at all, only taught by his wife and fellow-tradesmen. Men of wealth will do well at home, but the investment of money is better here. A mortgage of good real estate is quite safe, and from seven to nine per cent. common and easily had. Much more is paid, but I think such unreasonable gains are sinful. I have seen good men, and even ministers of the Gospel, by having some cash to begin with, soon working themselves to independent circumstances, taking but reasonable gains. They argued with some show of reason that they had as much right to trade on their cash as others on their goods, making the very same per centage. The lazy and the useless are of no use here or there, only, in a country of far more activity they suit far worse than in a more settled state of things. Let them remain amongst their friends, and go to the poor house like an old drone to eat the honey they refused to gather.

2. Such of you as are coming, spare your little cash, every cent of it will be required amongst strange people on a distant shore. Never mind much fineries to your wife and little ones, very little silk or satin will do in the bush, and if you need such things they can be got here nearly as cheap. Buy no axes, hoes, saws, augers, nor tools of any kind, they seldom suit, and sometimes are not worth the carriage. You can buy them better in Canada, and they will suit better. Take no furniture of any kind, as this would be taking the firewood to the bush; sell it if you can, if not, gift it. Take good

books and a Bible for each, they may be your only teachers for some time to come. At the same time, if you are wise, and seek after gospel privilege, they may be found here as well as there.

Believe not a word of that jargon that a supply of whisky, gin, brandy, or porter, must be put in to save you from the sea-sickness: they are of no use, but hurtful. Warm clothing, good food, and pure water, are all you require, and not much medicine.

It was the custom of the heathens, who believed that the god Neptune ruled the deep, to propitiate his favour before starting, and committing themselves to him by the way, and they felt secure. Poor people, how much they condemn *nominal Christians*, who see their folly, but care not for the favour or protection of that great Being who holds the winds in his fist, and says to the tempestuous ocean, "Be still," and at once it obeys him. We think that some disobedient Jonah might well fear some great whale by the way. These ice-bergs are sometimes very dangerous, sixty feet above water, and always, of course, double that depth below. They are serious in your tract when the night is so dark that you cannot see your own figure. How valuable, in such a case, to be able to trust yourself to God as to a covenant "faithful Creator," who promises to be with His people through fire and flood.

3. ON LANDING, TAKE CARE! Sharpers and deceivers will watch their prey, as the sea fowl the mass of herring nearing the shore. They will suit you in lands or anything you want. If you know not your way, ask for the emigrant-agent, who will assist you, and give you much useful information. Should you have friends within reach, see them; you need the knowledge of the country, if you have none of your own for the case. Pay little attention to the agents of companies or self-interested individuals *selling lands*. They are working for their master or their pocket, and may sell you at once as a cone in the market, and your wife and family to the bargain. Linger not on docks or streets; find work or a place as soon as you can. If you are a mechanic you can easily get work. Stop your outlay, and gather all the information your future steps require. You may be much more competent to act for yourself in one month. Save your lit-

money. You will be offered fruit, drink, luxuries, and fineries, of rich and great varieties; and, having some money in your pocket, you may be tempted to suit the company, the wife, or the little ones, by changing another *sovereign*. Press on to your destination: every day makes your money less. If a place is not determined upon, push west, if you can, to the Upper Province, where you find a milder climate, and a people of the same language, manners, and worship as at home. And there take a farm, on shares, or for rent, for a year or two, till you know the country where to settle, and what to pay for a place. By so doing, you shall not only stop the drain on your light pocket, but in a year or two, add a good deal to your store, if not to your purse—say a cow, a yoke of oxen, some sheep, and a year's provisions for the bush. Often have I heard the remark, "If I had the same money I foolishly spent before I got my eyes open I could make myself comfortable to-day." Much can be learned at home, but take care who is your teacher. The most of what you read is false—very often truth as far as it goes, but one-sided truth. Turn away your ear from the self-interested tale of the writer who is serving the landholders at home or the Land Companies abroad. Their interest is one, and yours another—the very reverse.

4. BEWARE OF WANDERING FROM ONE PLACE TO ANOTHER, AND CHERISHING A ROVING DISPOSITION AND A HABIT OF CHANGE.—Not a few on their arrival at Quebec or Montreal stay a year or two in the city, where they should not stay two days, then wander to some other place for a season, perhaps to the United States, until they have just left barely as much as to pay their way back to Canada, to become the hewers of wood, and drawers of water to the steady, the wise, and well-doing, quite possibly their father's servant at home. Let me remind you that the most of those who go to California return careless in disgust to tell us that old mother earth is the richest and best gold diggings that ever was opened by man. True is the saying, "That experience keeps a dear school, and that repentance often comes too late." Wise are the words of Dr. Johnston, "That it is a pity that wisdom comes in at the wrong end of a man's life."

Many others there are who have spent the greater part of their day as mechanics or tradesmen, and who were

scarcely able to tell the difference between wheat and oats had they seen them growing in the same field, who have imagined themselves not only fit to become farmers, to brave all the hardships of a bush life, until they, on trial, failed, worn out by fatigue, discouragement, and disgust, returned to the loom, the counter, or the bench, after having lost much precious time and property. Convinced, of course, that they were fully as able to chop a tree as the hardy axe-man was to take their place at the loom or the bench without a day's training. A young person may try the experiment and succeed; but as Paddy once said to me, "Let the old say their prayers, and go to their graves at home." It is a most difficult task for a man to unlearn all the training and habits of a long life, and make of himself a *new creature*, except by the grace of God.

5. BEWARE OF INTEMPERANCE IN ALL ITS FORMS AND DEGREES.—Shun the place as you can, and the company of the man that would offer you the intoxicating cup. Of all the miseries of man, strong drink is allowed to be the worst and most deceitful. In this new country, where it is got so cheap, the danger becomes much greater. Thousands of the sober and well-doing at home, coming to this strange land, and released from all kind of government and restraint, led by a deceitful taste, only beginning, and too many companions much farther advanced in the traffic, they, without thought or fear, slide swiftly along past the turning point. Then, feeling that all is *lost*, they let themselves go; fear and shame are thrown to the winds. To this poisonous water that causeth the curse we might safely apply the words of wisdom in a like case—"He goeth after her straightway as an ox goeth to the slaughter, or as a fool to the correction of the stocks, till a dart strike through his liver; as a bird hastens to the snare and knoweth not that it is for his life." "Hearken unto me and be wise, let not thy heart decline to her ways, go not astray in her paths, for she hath cast down many wounded; yea, many strong men have been slain by her. Her house is the way to hell, going down to the chambers of death." The sword, the plague, the famine, and pestilence have killed their thousands, but strong drink its tens of thousands. You are perhaps at present free from the spell of this evil spirit; preserve your freedom; abstain altogether from spirituous liquors. Flee this adversary

human peace and happiness, and secure to yourself comfort, usefulness, reputation, and honour. Attention to this one hint will do much for you. If they tell you that you cannot bear the cold of Canada without *hot stuff*, believe them not. These are the very men who lose their ears and noses, and are often frozen stiff by the roadside with it. I have been out in very severe cold and all weathers, as a teetotalist, for the last thirty years, and never injured; and whisky-drinkers losing their ears and lives on the same road—entirely their own fault. This is the first day of December. The ploughman, though cold, is busy at his work; the traveller crying about muddy roads, and looking to the clouds for cold, frost, and snow. Then his road is far better than Macadam could make it by his broken stones, and of the cold he has little fear. Lying low in his sleigh, covered by his robes, he can, in the severest cold, slide along with comfort and safety from morning till night. There are few men that die old, and, as a rule, other things being equal, the oldest is the most temperate.

Other wiseacres will tell you that cold water is very dangerous in the heat of Canada. Strange the drink indeed that will cool you when warm, warm you when cold, and strengthen you when you are weak! The case has been tested ten thousand times, and comes out the very reverse. Oh! beware, my friend; other things may ruin your circumstances, but drunkenness ruins the soul and the body. "The drunkard shall not inherit the kingdom of God."

6. BEWARE OF VANITY AND EXTRAVAGANCE.—There are some who are extremely ambitious of making a figure in the world, and that even amidst the censure of all those who are around them. I have often wondered that, while persons may have made an appearance of decent respectability, with almost universal approbation, they have preferred a display which could not but excite the grief of their friends, the disapprobation of the prudent, and the envy of the malignant; and who have, moreover, brought upon themselves poverty, embarrassment, and distress. Neatness, cleanliness, industry, and economy are precious and invaluable; but finery and show in furniture or dress are folly.

Equally foolish and extravagant is the habit of lending your little money to the first friend who gives you a very

fair promise of returning it on the very first call. You may or you may not see it for many years.

7. IN YOUR CHOICE OF A PLACE OF RESIDENCE, DO NOT OVERLOOK THE PUBLIC WORSHIP OF GOD, AND THE EDUCATION OF YOUR CHILDREN.—In the overcrowded fatherland all are not everywhere favoured by the Gospel, and too often they have it milk and water. If so, we should, of course, suppose a great many places in a country newly taken from the bear, the wolf, and the wild man, entirely destitute of preaching, and many other places supplied with mere hirelings. Try to avoid these, and choose the locality where you can meet with God's people every Sabbath, and bring your children with you, rather than see them, to your grief, growing up like wild geese, without conscience or the fear of God. Remember they have immortal souls that soon, very soon, will be in heaven or in hell. Suppose you might use your Bible, will they do so? No, we know human nature. You shall soon lose control over their spiritual training, of which the situation of your place shows no regard. The example of the place will be their chief teacher, and, exchanging Bethel (the house of God) for Bethaven (the house of vanity), you may, on your death-bed, exclaim bitterly,—I made out a *good farm*, but *lost my family*.

In the strife and endless divisions of the day, endeavour to find yourself suited with a preacher of your own choice, as it is highly probable you will, in the course of time, cast out with one of a different form, not saying just now which of you may be in the fault. With a little care and love of truth, this may well be secured without any sacrifice at all, and remember that a religion that will make no sacrifice, even on a question such as the above, of life and death, is not worth much. If not already, we shall shortly have as full a supply of the Gospel in old settlements as in the beloved fatherland. Choose your neighbours before you choose your place. Remember Lot's wife, and learn wisdom from her pious husband, who lifted up his eyes, and beheld all the plain of Jordan, "that it was well watered everywhere," therefore he "pitched his tent towards Sodom." He entered Sodom rich in soul, family, and property, and, in all these, came out miserably *poor*, "for the men of Sodom were wicked and sinners before the Lord exceedingly." If his soul was safe, it was not honourably so.

saved truly as by fire ; but his family, stock, and stuff were all lost.

8. BE PROMPT IN MAKING A SETTLEMENT.—Allow not the season to pass if you know your place, before you have done anything for the coming winter. Plant potatoes if you can, which you may do till the end of June. Build your shanty, fix a place for your cow, and do the work of the day during the hours thereof, for remember a very cold night is coming. But you, however, will feel it but little if well prepared for it.

If you have not plenty of work for your family, you can easily hire them with others in hoeing, mowing, reaping, and gathering in potatoes. All these things children fit for the bush will do, and receive good pay; men, from 10 to 15 dollars a month, and board; and women, 3 or 4 dollars. They are not only taken off your pocket, but are helping themselves, and in a good school for their future work. Avoid as you can crossing late, as the foresaid preparation may not in that case be easily made. Many belonging to my own congregation, who had entered the bush without a cent, in fifteen years are worth from 1200 to 8000 dollars. But they had a good chance in getting plenty good lands cheap. At the same time, a person in command of from £200 to £400 need not fear to find a good place, partly paid in hand, and the rest in a term of years. This is one of the best counties in Canada West; and thousands of lots, good, bad, and indifferent, may be had, with a great deal of improvements—house, barn, &c., and sixty acres of a clearance—for the sum of say 800 to 2000 dollars. There will be poor persons everywhere—many that are useless and given to change; some who have got hold of an odd lot. Emigrants having the smallest sum foresaid will easily get themselves settled down by 500 dollars, or less, and pay the rest in a few years. £100 sterling is 500 dollars of our money. One of my neighbours, who began life lately, with a very little help, and not much money, will pay from his wheat this year 500 dollars on a lot of land bought last year for his son. But, sure enough, this is better than the majority of the settlers of this new place. It is now to be confessed that the first settlers of a bush settlement have to suffer hardships and endure privations rather belonging to the past, I trust; but people born in the bush care little about them.

Emigrants from the Old Country of any measure of means, almost, as a rule, better avoid to try the first stage of civilization. They are hardly made for it; they better work in the second rank, and not bear the shock of the battle in the first. The story that would frighten an Old Country man, a man born in a shanty would laugh at it. I am happy at the same time that the increase of means, the improvement of roads and communications, with the general advancement of civilization, wealth, and commerce, have made the severe trials of the first settlers a matter of winter evening stories,—yea, the trials of fifteen years ago I trust to see no more. Canada is now coming fast to be an old country, and the new settlements on the borders have their mills and markets close by them. I have seen a wealthy man with a fine clear farm, with nine horses in his stable, and he told me that himself and wife were in the habit of going to the mill with a bushel of wheat each on their backs (20 miles), with no other road than *marks on trees*. I have known persons keeping their turns at a large coffee-mill, just the same as in a regular grist mill, and pounding their corn in a mortar for want of both. I have seen many wealthy men and women who, in loyalty to their king and country, had been driven away from comfortable homes, and cut their own way from 500 to 800 miles, through an American wilderness, and the first crops they raised in Canada they carried 120 miles to mill. But this is nothing to the torch, the scalping knife, and the tomahawk of the wild Indian. I have seen different persons in possession of all the comforts of life in beautiful settlements, who pushed behind the last settler twenty miles into the Canadian wilderness, cutting every inch of their own way, to settle on a happy location. I have stopped in the house of one of them, with a good house, a fine farm, and a comfortable stone chapel, all by the hands that cut the first road twenty miles; and beds that night could be laid down for 150 persons. Still, my opinion is, that the Old-country-man may succeed best by buying another out, who, with his family of sons, will think little of carving another farm to himself, and two or three to his boys around him, from the bush, and, perhaps, miles out of sight.

Lastly, and above all, if you do come to this country, whilst it certainly will employ your hand, let it not secure your heart. Learn to seek a better country, a hear

one. Paradise is lost upon earth; let us seek it in heaven—in the “land that is very far off,” into which sin, sorrow, and death shall not enter.—I am, your most obdt. servt.,

WILLIAM FRASER.

KINCARDINE, C.W., Jan. 1st, 1867.

COUNTY BUILDINGS, WALKERTON, 2d March, 1867.

REV. MR. FRASER,—MY DEAR SIR,—I am just in receipt of yours of the 28th ult., with accompanying queries, which, on account of pressure of office work at this particular season, I must necessarily reply to briefly.

1st, I am of opinion that, as a general thing, our young men do not better their condition by going to the States for employment. As a matter of course, there are some who, by the change, improve their pecuniary circumstances, but, so far as I can speak, from my own knowledge, such cases are exceptional, and not the rule.

2d & 3d, I am not aware of any well-to-do Canadian farmers who have sold out and gone to the States, in hope of bettering their condition, but what have regretted the change, and, from all accounts, most of them would only be too glad to return to their former positions in Canada, were they able to accomplish it.

4th, In the matter of religion and education, in the large cities of the Union as well as in the newly settled districts, it is a cause of general complaint on the part of those who return from the States, that in these respects they are immeasurably behind Canada, and it is a matter of daily occurrence for our well brought-up young men to return to their former homes, on account of the abounding immorality in the northern cities of the Union.

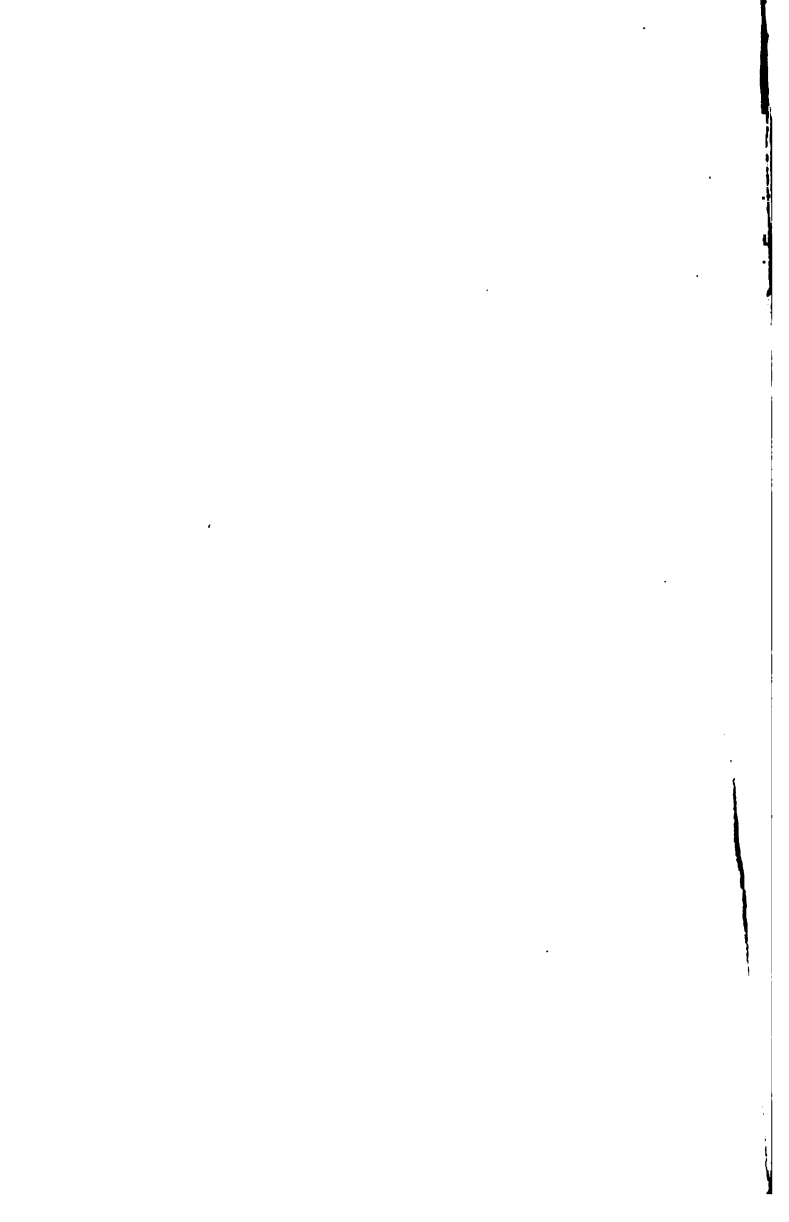
-5th, In the important consideration of health, it is a serious fact, that a very alarming proportion of those who emigrate from Canada to the States, return home with their constitutions so shattered and enfeebled as to render them unfit for the prosecution of their former avocations. Many of them who have been overtaken by the malarious fevers so prevalent in many portions of the States, have, to my own knowledge, either died there, or returned to Canada, to be laid in the graves of their households. In point of health, it is a generally acknowledged truth, that there is no comparison between Canada and the United States of America.

6th, From all that I have seen and been able to ascertain from those competent of forming a correct opinion, I am fully persuaded that emigrants from Great Britain possessed of moderate means, and those adapted for hiring out as farm labourers, would find Canada a more desirable field for the exercise of their energies and enterprise than the United States.

I am, faithfully yours,

J. M'L.







3 2044 020 117 016

This book should be returned to the Library on or before the last date stamped below.

A fine of five cents a day is incurred by retaining it beyond the specified time.

Please return promptly.



